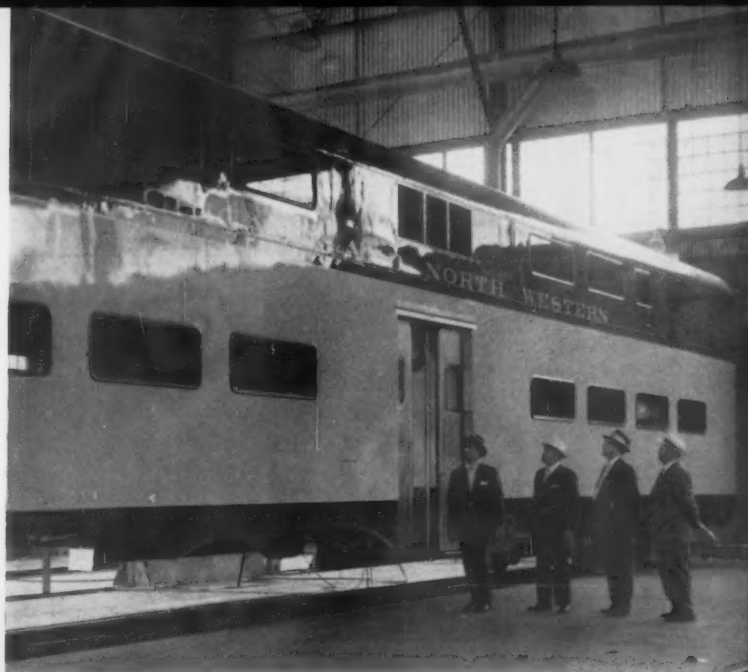


The New Legislation
—What Now?

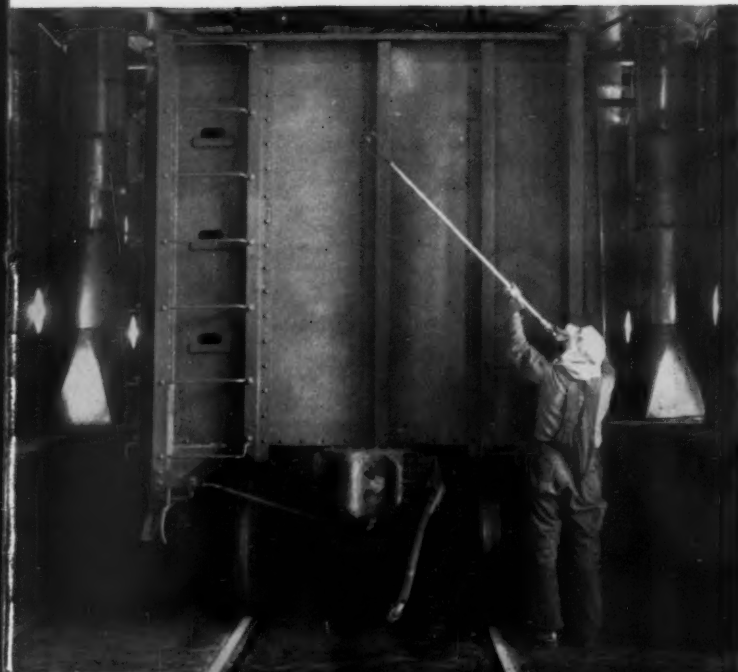
August 18, 1958

RAILWAY AGE *weekly*

**First look ▶
at C&NW's
"bi-levels"**



**◀ Production-line
freight car
painting**





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This car—like thousands of others equipped with Truslock Brake Beams—rides on the security of Buffalo's 15-year Brake Beam Performance Warranty, covering the quarter million Truslock Brake Beams now in service.

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HEAT-TREATED RAILS . . . a proved road to savings

Surely this is a day of cost-cutting for U.S. railroads. And heat-treated rails offer a proved way to cut costs. (See article, *Railway Track and Structures*, March, 1958, p. 55.)

The rails discussed in the above-cited article are Bethlehem rails. And the new rails to be purchased by the railway featured in the article

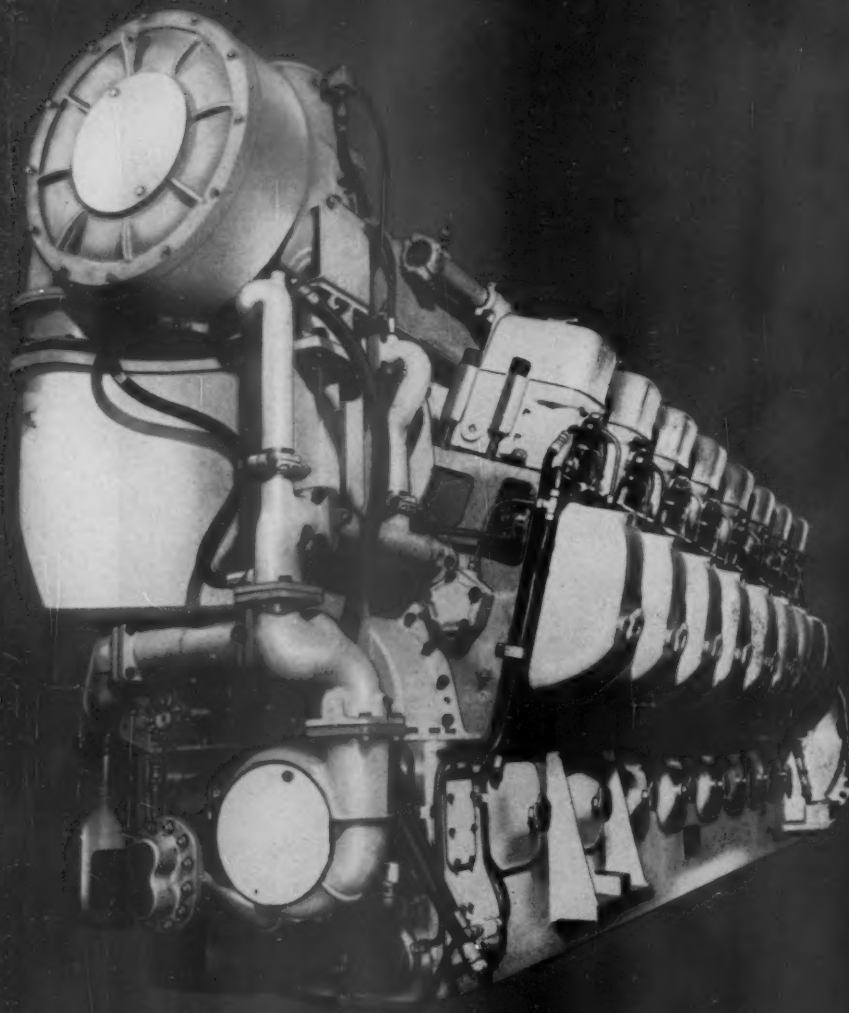
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Bethlehem's heat-treating facilities are tops in the industry. Of still more importance, Bethlehem's experience in rail and trackwork treatment is matchless. Why not climb on the bandwagon? A Bethlehem engineer will gladly help you aboard! Just call our nearest office.

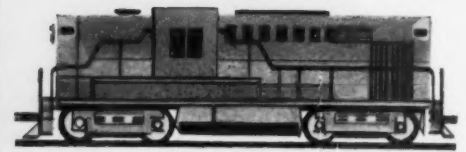
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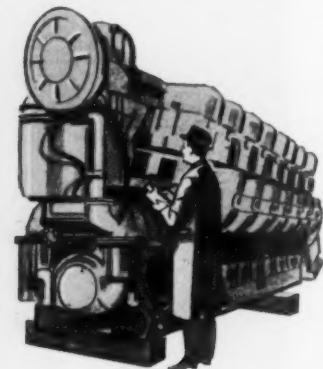
This 16-cylinder, 2400-hp engine is the latest example of ALCO's continuing development of more efficient, more economical diesels.



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Departments

Freight Car Loadings	35
Freight Operating Statistics ..	29
New Equipment	35
People in the News	38
Railroading After Hours ...	27
Railway Market	35
Supply Trade	37
The Action Page	42
Watching Washington	10
You Ought to Know	40

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Guaranteed loans find few takersp. 9

The New Haven and the B&M have expressed cautious interest in government-backed loans for fixed facilities—but most roads are adopting a hands-off policy toward the loan provisions of the new Transportation Act, at least for the moment. Reason: roads that could qualify for such loans can find the money elsewhere.

Freight from idle trucks floods RRsp. 10

The teamster strike in the West, and the resulting trucking shut-down, was causing congestion at some railroad points last week. In some cases, temporary embargoes went into effect.

Production-line freight car paintingp. 13

Better work at less cost—that's the story on the BAR's new freight car painting set-up. Facility cost \$300,000; figures to save around \$66,000 a year. It's something any medium-sized road could use.

First look at C&NW's "bi-levels"p. 18

These new gallery-type cars will be delivered this fall. Slated for use on two runs out of Chicago, the units will be the first such cars in through passenger service. And they can double as commuter cars if need arises.

Good lighting makes a differencep. 25

Take a busy yard, add the complexity of round-the-clock pier operations, and the need for adequate lighting is obvious. Here's how the C&O solved that problem at Newport News, Va.

THE NEW LEGISLATION—what now?

President Eisenhower signed the 1958 transport bill last week, clearing the final hurdle in a hard-fought legislative campaign. The Act is no panacea, no wholesale overhaul of transportation policy. For one thing, its loan provisions are not all that they may seem to be on the surface (see p. 9).

The new law is a big gain, nevertheless, and it could be the preface of bigger things to come. To help its readers understand what the legislation means, its content and significance, Railway Age this week presents two authoritative reports that analyze the Act in full detail.

What it says—what it meansp. 21

Now—an open door on ratesp. 23

LONGER, MORE PROFITABLE ROLLER LIFE—THE RESULT OF CONTINUOUS IMPROVEMENT OF CATERPILLAR PARTS

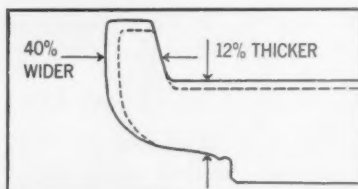
Cat "500" Track Rollers for D8s now have
increased rim size for greater strength

A ceaseless search for ways to improve parts performance goes on at Caterpillar. Engineers are constantly striving to make each machine part do its job better, longer and more economically. The payoff for the customer is the steadily improving performance of Cat machines on the job.

New "500" Track Rollers for Cat D8 Tractors, for example, have been redesigned to better resist wear and breakage on the tough jobs. The roller rim has been thickened 12% in its critical area; the flange is 40% wider. The new design prevents roll-over and bending of the outer flange under severe side hill loads.

All Cat roller rims are designed so that treads and flanges may be economically rebuilt by automatic welding—a feature which results in big savings over the life of a tractor.

But that's only part of the story. Matchless Caterpillar quality starts with selection of steel. Extensive testing in Caterpillar metallurgical laboratories eliminates all but the finest quality steel *before* roller man-



ADDITIONAL MATERIAL on new D8 roller rim is shown by dotted line, above. Thicker, stronger flanges give greater wear resistance and a longer productive life.

ufacturing begins. Further tests (61 in all) are made at every stage of production.

Cat roller rims are made from forgings to insure maximum strength and uniformity. They are bored and given a controlled heat treatment producing thick, file-hard wear surfaces; the remainder is left tough to resist shock damage.

These rims are shrunk onto cast-iron hubs of high compressive

strength and then center welded. This prevents bore distortion and separation. Automatic precision machines finish-bore the roller assemblies. Careful inspection guarantees uniform quality.

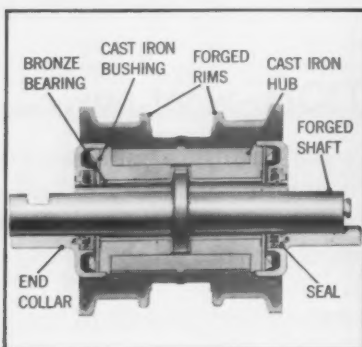
Similar Caterpillar quality is built into track roller bearings and shafts, too. A special bronze alloy is used in Cat bearings to support extra-heavy loads. A cast-iron bushing with high compressive strength encloses the bearing.

There is only one way to get every bit of production you paid for from your equipment. Keep your big, yellow machines on the job by using only genuine Caterpillar parts. Your Caterpillar Dealer has full information about the new Cat "500" Track Rollers and all of the other quality Caterpillar parts. And he'll carry your parts inventory.

Caterpillar Tractor Co., Peoria, Illinois, U. S. A.

SERVICE TIP

Ask your Caterpillar Dealer about the additional economies provided by 500-hour lubrication periods.



ROLLER CROSS SECTION of Cat "500" Track Roller shows rugged construction. Roller shafts are forged for controlled grain structure, maximum toughness and to permit superior heat treatment. Wear surfaces are hardened to a depth of at least 3/32", leaving a tough, strong core.



TOUGH JOBS, like the one pictured above, play havoc with any but the best track rollers. Here's what happened on an actual job: New Cat rollers were installed on the right side of a tractor; another brand of rollers on the left side. After 668 work hours, seals and bearings

of two of the other brand rollers failed. They broke up and were lost from the roller shell. The Cat rollers showed normal wear and the 500-hour lubrication proved its value. Owners everywhere are proving that it pays to standardize on Caterpillar—equipment and parts.

CATERPILLAR

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Caterpillar Tractor Co.

Week at a Glance CONT.

Current Statistics

Operating revenues, five months	
1958	\$3,742,445,770
1957	4,372,199,515
Operating expenses, five months	
1958	\$3,105,229,185
1957	3,429,202,093
Taxes, five months	
1958	\$349,526,238
1957	455,383,410
Net railway operating income, five months	
1958	\$165,531,685
1957	376,481,033
Net income estimated five months	
1958	\$72,000,000
1957	285,000,000
Average price 20 railroad stocks	
Aug. 12, 1958	87.10
Aug. 13, 1957	90.19
Carloadings revenue freight	
Thirty-one wks., 1958 ..	17,058,980
Thirty-one wks., 1957 ..	21,288,803
Average daily freight car surplus	
Wk. ended Aug. 9, 1958 ..	68,783
Wk. ended Aug. 10, 1957 ..	11,602
Average daily freight car shortage	
Wk. ended Aug. 9, 1958 ..	1,415
Wk. ended Aug. 10, 1957 ..	3,273
Freight cars on order	
July 1, 1958	27,757
July 1, 1957	91,810
Freight cars delivered	
Six months, 1958	29,545
Six months, 1957	52,521

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Suppliers push rapid transit researchp.32

Chicago Transit Authority and 11 suppliers are spending \$250,000 to find out how to speed up urban transportation. Cars developed as part of this program will be test-operated as a train as early as next year.

Forwarder Plan 3 tariffs suspendedp.36

ICC heeds protests of competing motor carriers and suspends for seven months freight forwarder undertakings covering volume rates in lots up to 40,000 lb. Also suspended: B&O's per-shipment rates for box car service.

The Action Page—Let's look for alliesp. 42

To withstand the blows of government-fostered competition, railroads need all the friends they can muster. Why not join others, for example, in a common-front battle for adequate depreciation charges? No one, these days, has a monopoly in the fight against socialism.

Short and Significant

It's two down and two to go . . .

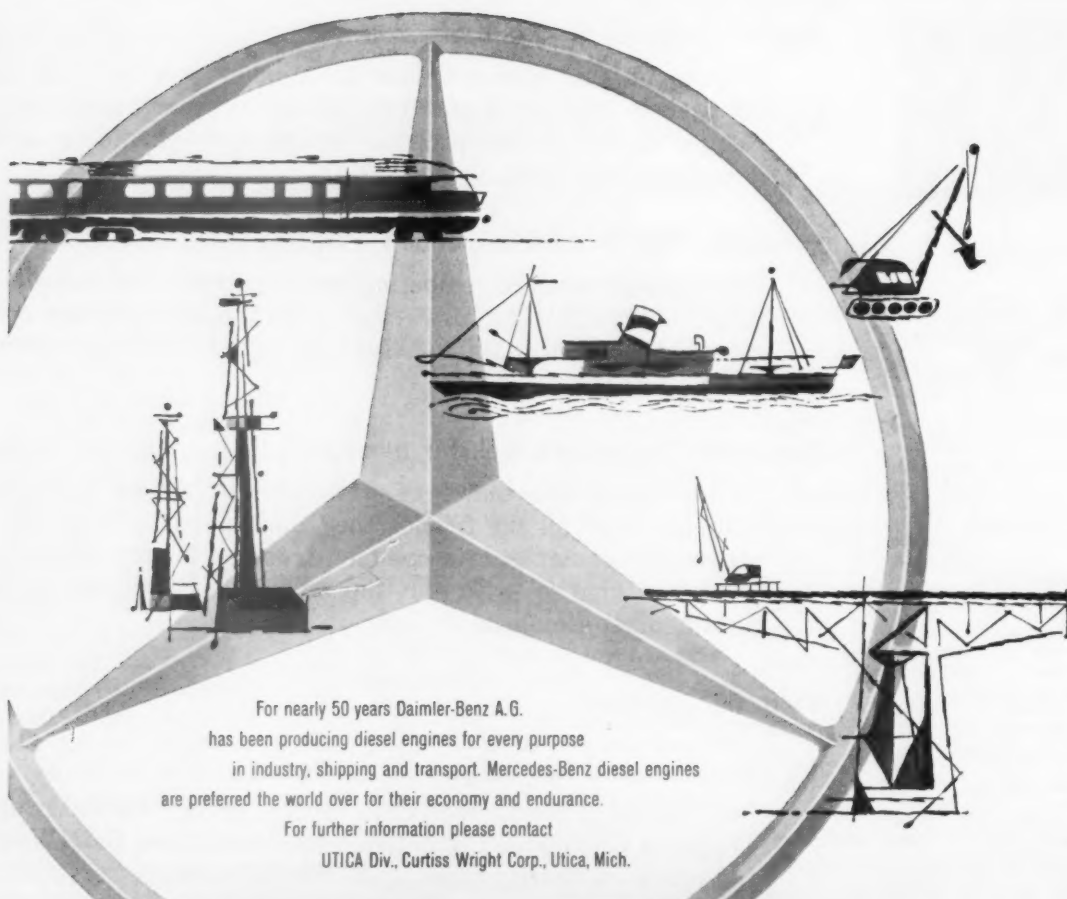
for Chicago & North Western's central agency station program. The Iowa Commerce Commission last week gave C&NW almost full relief—authority to set up 27 central points to serve 105 communities. Savings are estimated at \$391,000 a year. Previously, North Western won its station case in South Dakota and placed the plan in effect although litigation immediately developed. Similar proposals are now before the commissions in Minnesota and Wisconsin.

A one-day speed-up . . .

in eastbound freight schedules between the West Coast and Chicago has been proposed by Santa Fe. If shippers of perishable commodities accept certain conditions relating to closing time, diversions and icing points, the new schedule may be inaugurated Nov. 1. It would provide fifth (instead of the present sixth) morning delivery and would match one-day faster westbound schedules in effect since early in 1958. Competing roads in the area are expected to meet the speed-up with competitive runs. (RA, June 2, p. 7).

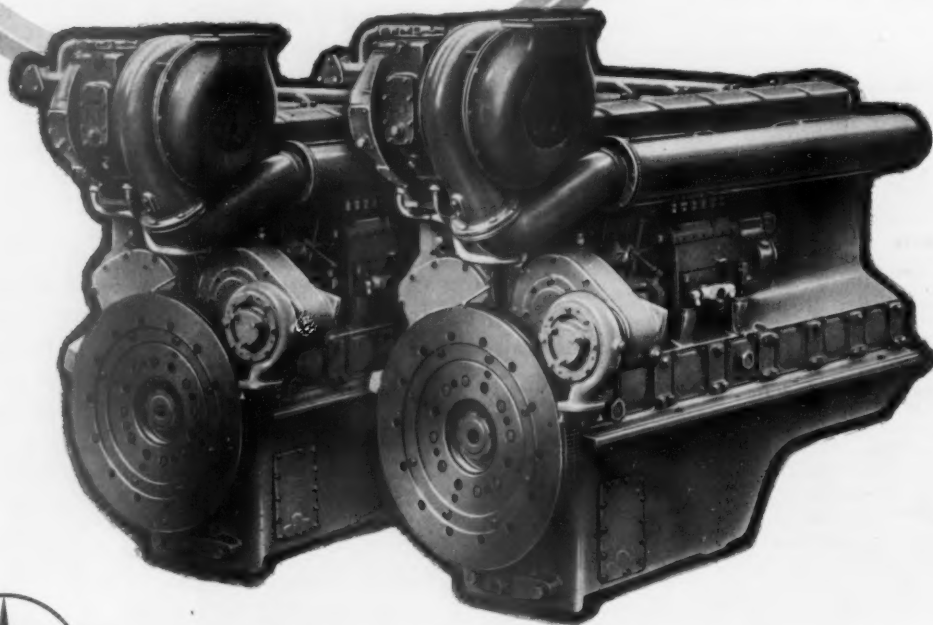
Lower fuel and forest-products prices . . .

kept the AAR price index for July below April's. It thus maintained the downward trend which has been under way for a year. The July index was 138.7, down 1.2 points from April's 139.9. The downtrend began after July 1957's index registered 144. Then came October's 142.9 and January's 141.9. The index reflects changes in spot prices of materials and supplies, including fuel, on the basis of averages of June 1947 and 1948, and July 1949 as 100.



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MERCEDES-BENZ

Guaranteed Loans Find Few Takers

Presidential approval of the Transportation Act has generated little interest in the new law's loan provisions. So far, only the New Haven and the B&M have indicated they will seek government-backed loans.

With government guaranteed loans up to a total of \$500 million now available, more or less for the asking, only two roads last week seemed in the mood to ask.

- The New Haven announced that it was planning to apply for a loan as part of its program of consolidating shops and so cutting shop costs.

- The Boston & Maine said it was considering several possible applications of the capital improvements aspects of the loans.

But most roads showed little interest in the loan aspect of the act. For the most part, any railroad not saddled with a heavy debt coming due in the near future seemed to stand a good chance of being able to find credit without government backing.

Some railroads, including the New York Central, doubted that they were eligible for the loans, even though they were operating at heavy losses and with a serious shortage of cash.

NYC President Alfred Perlman, speaking in Chicago while the bill was pending (RA, Aug. 11, p. 38), contended that no railroad could be eligible under terms that required it, first, to prove its inability to borrow money from regular sources and, second, to give positive assurance that it could pay the money back.

What interest there was in the loan provision centered on the provisions for borrowing for additions and betterments or other capital expenditures. No one, at least at this time, seemed to be willing to apply for a loan for maintenance. (As explained in detail on page 21, the loan provisions of the Transportation Act cover two classes of loans: those for capital expenditures and those for maintenance. Those for maintenance stipulate that no dividends can be paid while any part of the principal or interest of the loan remain outstanding, but this provision does not apply to loans for capital improvements).

The New Haven announced that loans under the capital improvements provision could be of immediate help in its campaign to increase efficiency. George Alpert, New Haven president, described his line's plans:

"So far as the loan provisions are concerned," he said, "New Haven plans to

make application for loans for capital improvements and equipment, primarily in connection with our program to consolidate shops and thus reduce the costs of our operations. As far as the loans for maintenance are concerned, we regard this provision more as a cushion than one for immediate action by us.

"Thus far, I am happy to say that the New Haven has been able to meet its operating expenses and essential maintenance and I have every hope that we shall be able to continue to do so if the predicted upswing in the economy is not delayed and freight car loadings improve.

"Should the current recession continue, it may ultimately be necessary to avail ourselves of the opportunities afforded for guaranteed loans under this bill, and it is encouraging to know that this resource will be available. However, it will be the policy of the New Haven to avoid such loans if it is at all possible to manage otherwise."

Boston & Maine's President Patrick B. McGinnis had indicated last month (RA, July 7, p. 51) that he might ask for a government-guaranteed loan to help finance a new \$21-million freight yard. Although the B&M had not decided just what form a request for a loan should take, a spokes-

man last week acknowledged that several potential applications of the capital improvements provision, as well as the freight yard, were under consideration.

Applications for loan guarantees under provisions of the act will be handled at the ICC by a new Section of Loans. The section is in the Bureau of Finance and its chief is George F. Lynch, who was formerly an examiner on the staff of the Bureau of Accounts, Cost Finding and Valuation.

R. A. Williams, chairman of the Railway Progress Institute and president of the Standard Railway Equipment Manufacturing Company, expressed the hope that "the rail carriers will be stimulated by this action and the apparent ending of the current recession to restore their deferred programs and move quickly to improve their equipment fleet and their properties to the level dictated by the foreseeable needs of production and commerce in this country."

G. L. Green, Pullman-Standard vice president—sales, said inquiries have picked up in the last several weeks. But he indicated Pullman-Standard is looking more to increased rail carloadings than to government loan guarantees for a pick-up in orders.

Hudson River Ferries to Go

One of the first effects of the new Transportation Act: moves by the New York Central and the Erie to discontinue Hudson River ferry services, effective Sept. 13.

Both roads won ICC permission to discontinue the ferry services in 1957—but the state of New Jersey appealed the ICC ruling to U.S. District Court, which held that under existing laws the Commission lacked jurisdiction.

The U.S. Supreme Court agreed to hear the railroads' appeal—but Congress and the President acted sooner. The new legislation specifically places jurisdiction over ferry service with the ICC.

The victory was not without cost. NYC says it lost \$6,000,000 continuing its ferry operation during the legal hassle.

Freight from Idle Trucks Floods RRs

Highway shutdown in 11 states—caused by teamster strike—proves to be a mixed blessing for western roads. Embargoes follow congestion.

A teamster strike touched off an 11-state trucking shutdown in the West last week and left western railroads in a situation alternately gloomy and bright.

On the surface, the railroads stood to gain, through diversion of freight from

idled trucks to the rails. But a number of western lines ran into difficulties in taking immediate advantage of the situation.

Congestion was the major problem. Railroad truck subsidiaries were shut down, shippers began bringing their own

freight to stations, undelivered shipments began piling up.

Indications were that much of the resulting embargo action would be temporary, that restrictions would be lifted as soon as congestion eased.

Rio Grande, for one, took an optimistic view of the situation. With the road's own trucking subsidiary (Rio Grande Motor Way) closing down, D&RGW moved immediately to set up special merchandise car schedules, effective last Wednesday, to handle by rail shipments normally handled by the truck line.

Rio Grande said it was attempting (successfully) to work out arrangements with local warehousemen at major points to take over PU&D operations. Added traffic started showing up in the freight houses by mid-week—and the road said it was prepared to beef up freight house work forces to take care of the increase in business.

Farther east, the shutdown began to have its effects on the Midwest, particularly at gateway points. Rock Island Motor Transit reported some interruption of interchange operations with western common carrier truckers through Kansas City.

Common carriers—both truck and rail—operating between Omaha and Denver, however, decided not to lock out the teamsters unless forced to do so. A meeting in Omaha at mid-week ended in a decision to keep Denver "open" insofar as carriers operating east of there are concerned. Burlington's line from Denver to Casper and Billings, also within the affected territory, was scheduled to remain in service.

Omaha-Denver carriers had this to consider: a lockout at Denver could precipitate a general strike affecting all operations of such carriers, even outside the 11-state area currently affected.

Rail embargoes were widespread in the Far West, but amendments and cancellations followed closely the original notices as the roads fought clear of traffic overloads at various stations. The list of issuing roads included SP, Rio Grande, WP, Santa Fe, Pacific Electric, Northern Pacific, Northwestern Pacific, San Diego & Arizona Eastern.

Generally, embargoes covered PU&D by truck on l.c.l. and piggyback traffic. Some were later amended to include l.c.l. shipments requiring handling over freight station platforms and all PU&D on TOFC traffic. By late in the week, however, the worst appeared to be over. SP, hard-hit for a host of reasons (substantial increases in l.c.l. traffic, accumulation of undelivered freight in transit at the time of the shutdown, shipper delivery of freight to

(Continued on p. 39)

Watching Washington with Walter Taft

• **RAILROAD LABOR'S DRIVE** to liberalize the Railroad Retirement and Railroad Unemployment Insurance acts is making headway. Bills carrying modified versions of the originally-proposed liberalization were before the Senate and House last week with favorable reports from respective committees on Labor and Public Welfare and Interstate and Foreign Commerce. The favorable reports came despite management warnings that prospective increases in payroll taxes posed "the question of survival for many roads."

THE MODIFIED PROGRAMS would be less extensive than the original proposal—but would still cost the railroads at least \$125 million a year. That's the estimate AAR President Daniel P. Loomis put on the bill reported by the House Committee. And that bill is less liberal than the Senate committee's proposal.

TIME should be on the side of opponents. The Congressional session was generally thought to be heading toward adjournment. The opponents include not only the railroads, but also shipper interests who are concerned about rate hikes that increased railroad costs might bring.

LABOR'S ABILITY to put over a pension liberalizer in the closing days of a dying session should not be underestimated. It's been done before—back in 1946 when the Crosser Act was passed. Then the House passed a bill in early July, and the Senate passed a different bill July 26—six days before adjournment.

LABOR'S FRIENDS in the House avoided sending the bill to a Senate-House conference committee and thus risking its death with adjournment. They also by-passed the House Rules Committee. All of this they accomplished by securing acceptance of the Senate amendments under suspension-of-rules procedure which required a two-thirds vote. This House clearance came only a day after the favorable Senate action. It sent the bill to the White House where former President Truman signed it July 31. Congress adjourned August 2.

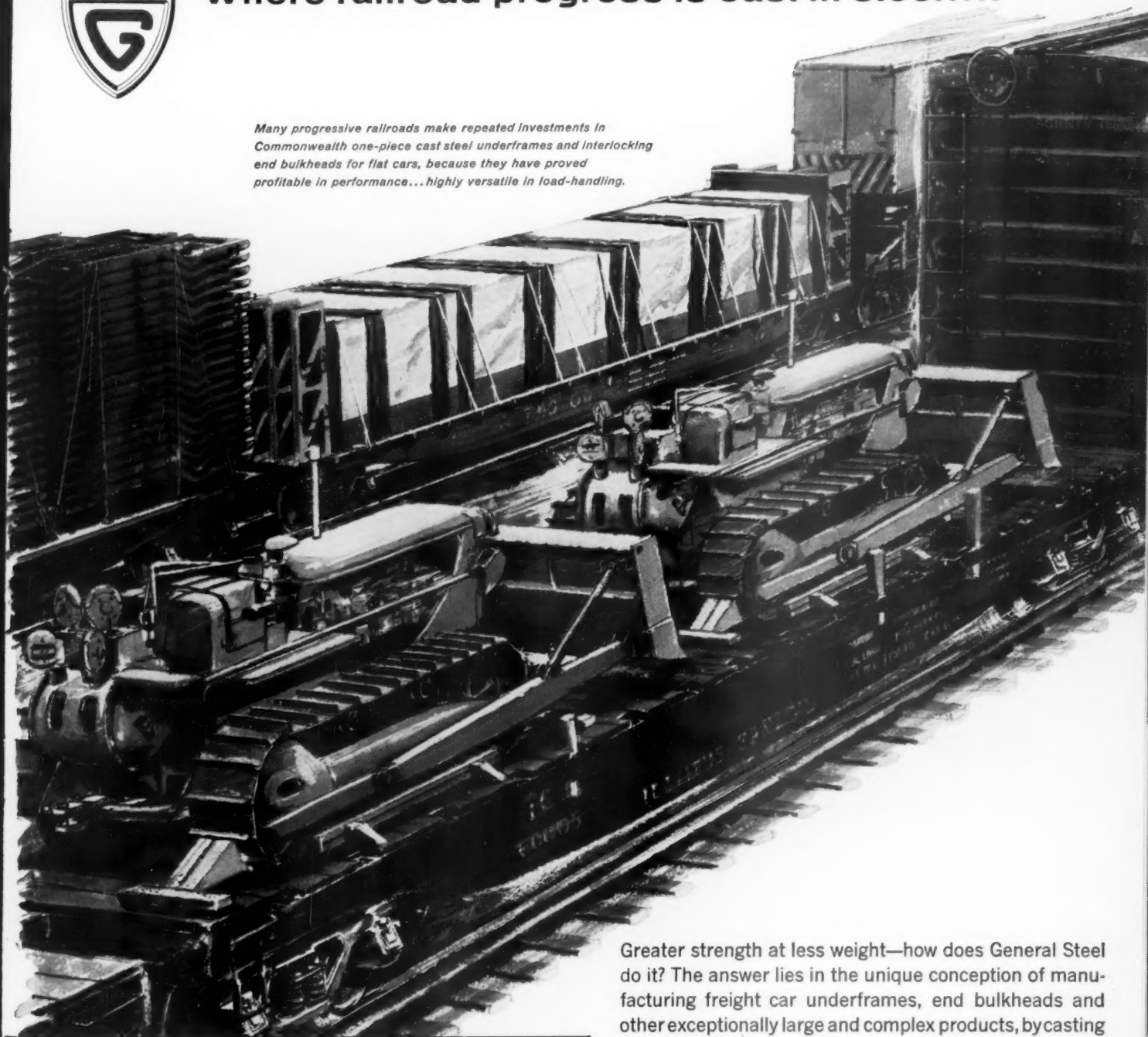
• **INADEQUATE COST EVIDENCE** may deprive Official-Territory railroads of their proposed increases in class rates on l.c.l. shipments weighing less than 5,000 lb. Examiner Oren G. Barber has advised the ICC to disprove the hike which would raise annual revenues by more than \$6 million.

AN IMPORTANT FACTOR in the examiner's adverse reaction was the railroads' failure to submit cost data which could be used to determine the deficit on l.c.l. at various lengths of haul. Such costs, he claims, could have been computed from the same formula the roads used in compiling the more general cost evidence which they did offer. The formula is the Bureau of Accounts, Cost Finding and Valuation's Rail Form A.



Where railroad progress is cast in steel....

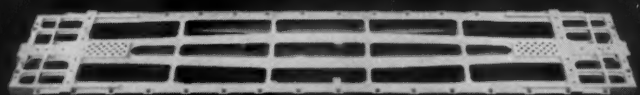
Many progressive railroads make repeated investments in Commonwealth one-piece cast steel underframes and interlocking end bulkheads for flat cars, because they have proved profitable in performance...highly versatile in load-handling.



Greater strength at less weight—how does General Steel do it? The answer lies in the unique conception of manufacturing freight car underframes, end bulkheads and other exceptionally large and complex products, by casting them as single units of steel. This permits integrated design, better distribution of metal within the design, to meet the stresses, carry the loads.

For the railroads of the world, and many other industries, this engineering in cast steel provides higher availability of product, lower maintenance costs. Specify Commonwealth products...by far your best investment, especially over the long haul.

Safer shipping for heavier loads is provided by the unusual load-carrying capacity of Commonwealth one-piece corrosion-resistant cast steel flat car underframes. Integrated design of frame provides exceptional strength at minimum weight, increased availability and lowest maintenance.



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This is a real
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...Tough and Sturdy!

Only STANDARD
offers this extra
strength!



Standard's W-Design doubles Corner Post load capacity!

Experience bears out that the first place Car Ends bulge and bend is at the corners. The crushing weight of impact loads can pull in the sides...seriously damaging the corners and ends.

Only Standard's W-Design Corner Post effectively resists the twisting and bulging of Car Ends, Corners and pulled-in Sides. Our "W" Section Corner Post construction lets the corrugations in the Standard End work as restrained beams with almost double the load carrying capacity under impacts compared to

other designs where the corrugations function as simple beams.

The difference is that our W-Design Corner Post attaches to the face of the Steel End (circled in above illustration) letting the Side, Corner and End work as a team—sharing the load as a unit...fighting off the impact that would cause bending and bulging in other designs.

This is another example of where Standard's experience pays off for the railroads. Your Standard representative will give you full details.

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NEW PREFAB steel building adds 190 ft of indoor track to old mill building.



GRIT BLAST BOOTH is housed in new wing. Cars are quickly primed after blasting to stop oxidation.



TRUCKS are shrouded in blast booth.

Production-Line Car Painting ...

Management of the Bangor & Aroostook, convinced of the advertising value of colorful freight cars—and interested in the extra protection a good paint job provides—has invested \$300,000 to construct and equip a production line freight-car painting set-up at the road's Derby, Me., shops.

Today, the shop is keeping refinishing costs down and making possible freight car finishes which will not only last longer but extend car life as well.

Here is what the road is accomplishing:

- The labor of repainting cars with BAR's blue-white-red "State of Maine Products" insignia has been cut fully one-third.

- Nearly 21 per cent fewer man-hours were required to paint the first 115 cars of all types in the new set-up, compared with the final 115 comparable cars painted by former procedures. Techniques have since been refined resulting in even greater improvement.

- Yearly savings are estimated at \$66,-

000 by BAR Mechanical Superintendent V. L. Ladd. A big factor in this saving is the extended paint life—up to two years—from improved surface preparation.

Until now, BAR freight cars have been on a seven-year repainting cycle. This requires the refinishing of about 600 cars per year, or three cars each working day. The new shop can handle this load, and capacity can, if required, be stepped up to a four-per-day rate.

The BAR has 4,677 revenue freight cars in its fleet. Color schemes vary. Some insulated and standard box cars are painted the colorful blue-white-red; refrigerator cars are standard yellow; 199 hopper cars are black; lately, some insulated boxes have been getting a bright red paint job. The remaining cars in the fleet—boxes, gondolas, flats and pulpwood cars—are painted standard freight car red.

In addition to this fleet, the road's own non-revenue cars must be scheduled for refinishing, and the BAR does work for private lines as well.

The new production line is housed in a former mill building, in a section of the main car shop where all indoor painting was formerly done. To obtain additional space a new prefabricated steel building was attached to one end of the mill building. This metal addition houses the car-length Pangborn grit blast booth and has track space for two other cars ahead of the booth. In these two positions, cars can be washed, dried and warmed prior to blasting.

To secure maximum benefit from the metal-pellet blasting, the bare metal surfaces which are produced must be primed almost immediately. Otherwise, oxidation takes place. For this reason, the 55-ft priming booth is located adjacent to the exit from the grit blast booth. There is another car-length of space between this priming booth and the booth where the finish coat is applied. This space is used to dry cars after priming.

In the car shop building is a third paint booth where the coats of red and blue



PAINTING BOOTH has individually-controlled exhaust ducts. Heating system is interlocked with ducts.

... Means Better Work, Less Cost



TRACKMOBILES are used to move cars in Derby shop. On transfer table here is one of the well-known blue-white-red "State of Maine Cars."

paint are applied to the basic white finish coat of blue-white-red cars.

All these booths are duplicates. They are arranged for hand spray painting, and employ a modified down-draft exhaust system designed by the BAR. The tops of the exhaust chambers provide a car-floor height work platform along both sides of a car. Replaceable filters in the fronts of these chambers remove solids from the overspray. The exhaust ducts extend through the shop roof and are equipped with motor-driven fans. The heating system is interlocked with these exhaust fans to compensate for heat lost during painting.

One thing the BAR is proving is that a diversity of painting arrangements need not prevent the establishment of a painting production line.

At the same time, the new shop is showing that a railroad with a medium-sized car fleet can successfully operate such a line and enjoy the benefits of such production line processes.

How to *make Track Last Longer*

—without Back Surfacing

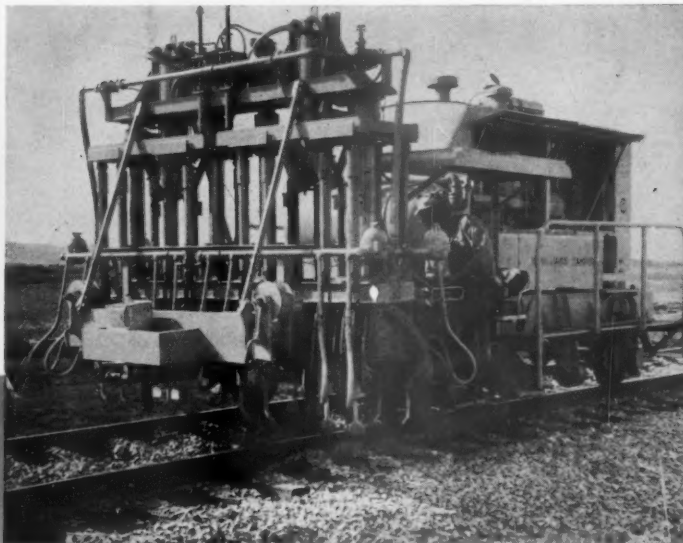
Economies of mechanized maintenance are multiplied when the job is done to last. For example, one railroad methods and cost control authority estimated that the solid track put up by a McWilliams Tamper will last three years without back surfacing in a specific district . . . compared to two years for the next most effective tamper.

Also, ballast properly positioned . . . as only the McWilliams Ballast Distributor can do it . . . contributes to making the tamping job last longer.



McWILLIAMS BALLAST DISTRIBUTOR

Machine places ballast in desired quantity and depth in exactly the proper position, leaving no ballast to be removed after tamping.



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Tamper uses 16 air-operated tools to finish tamp any raise up to 6", at speeds up to 720 feet per hour.

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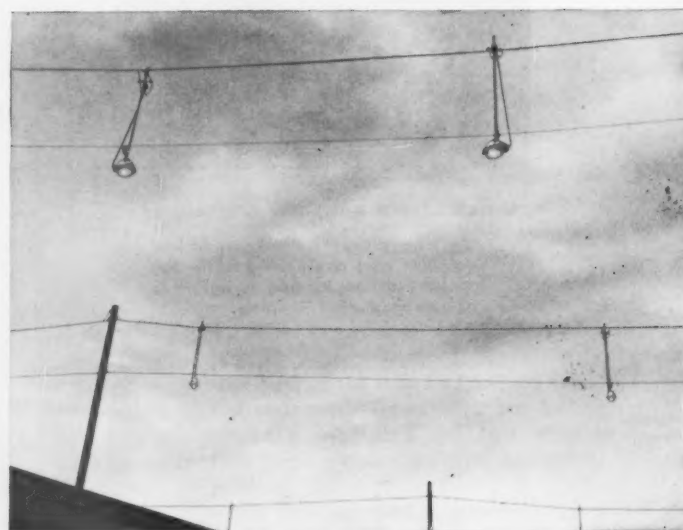


DAYTIME VIEW showing the extensive yards and coal-handling facilities the C&O recently completed near Pier 15, Newport News, Va. Here up to 2,000 tons of

coal per hour can be loaded, with 24-hour operation made possible by the illumination provided by 135 Line Material high-intensity mercury vapor luminaires.



CARS APPROACHING THE COAL DUMPER. Here higher than average intensity is provided by mounting the mercury vapor lights at a 30-foot height on single or double mast arms and poles. Photoelectric controls automatically turn on the lights whenever natural lighting drops below 1.0 footcandle.



TO PROVIDE even, glare- and shadow-free illumination, luminaires are hung on this catenary system. Cables up to 300 feet long support from two to five luminaires, are spaced at 100 to 200-foot intervals. Power is supplied by an L-M Uni-Ballast constant-current series system operating at 100% power factor.



LINE MATERIAL Industries
MCGRAW-EDISON COMPANY



NIGHT VIEW of the C&O Newport News yards, showing L-M high-intensity mercury vapor lights mounted on poles and supports for top illumination

near the coal dumper. Lights in the background are mounted on the unusual catenary system devised by L-M engineers in cooperation with C&O engineers.

L-M Lights Turn Night Into Day At C & O Newport News Coal Yards

The new multi-million-dollar coal-handling facilities of the Chesapeake & Ohio Railway at Newport News, Va., can transfer coal into ships at 2,000 tons per hour, 24 hours per day. The new coal-handling installation has many unique and outstanding features, including excellent mercury vapor lighting.

Good visibility is essential in the operation. Light from $\frac{1}{2}$ to $1\frac{1}{2}$ footcandles is provided by 135 L-M high-intensity mercury vapor luminaires. Of these, 42 are on conventional supports and poles at a 30-foot mounting height, to provide high-level lighting around Barney pit, coal dumper, and the coal pier. The other 93 are mounted at 40-foot height on an unusual catenary suspension system.

This system provides controlled distribution of light, minimum glare, elimination of sharp shadows, and excellent visibility for tower operators. The L-M units use a 7,000-hour lamp with a light output of 21,000 lumens. Refracting glassware provides even light distribution from the 40-foot mounting height used above the railroad yards.

Power is provided through an L-M exclusive Uni-Ballast system, a constant-current series circuit that cuts costs because

it operates at high efficiency and 100% power factor. Control is by photoelectric cells which automatically turn on all lights whenever the natural light level falls below 1.0 footcandle. Thus heavy clouds or nightfall do not even momentarily hinder the continuous operation of the extensive car- and coal-handling facilities.

Ask About L-M Lighting Application Engineering

Railway yard lighting is unusual. Each job must be individually engineered. As a leader in yard lighting, Line Material has the experience, the engineering ability, and the manpower to do outstanding work in railway yard lighting.

L-M provides a complete line of outdoor lighting equipment—incandescent, mercury vapor, and fluorescent—and outstanding lighting engineering service. For complete information ask the L-M man; call the nearest L-M office; or phone or write Lighting Division, Line Material Industries, Milwaukee 1, Wisconsin. In Canada: Canadian Line Materials, Ltd., Toronto 13, Ontario.



Outdoor Lighting



335

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RUSHED TO COMPLETION for inspection at plant, new lounge section is examined by C&NW officers.



UPSTAIRS LOUNGE has tables and theater-type seats.



SEVEN NEW CARS lined up in production at Worcester shop. Bi-levels offer high capacity, low weight per seat. Cars are 15-ft 10-in to roof line.

First Look at C&NW's 'Bi-Levels'

A new kind of car for through passenger service, these gallery-type units are slated to go into regular service around mid-October.

Under construction at Pullman-Standard's Worcester (Mass.) plant are cars for two "bi-level" Chicago & North Western streamliners. The trains are scheduled to enter service in mid-October.

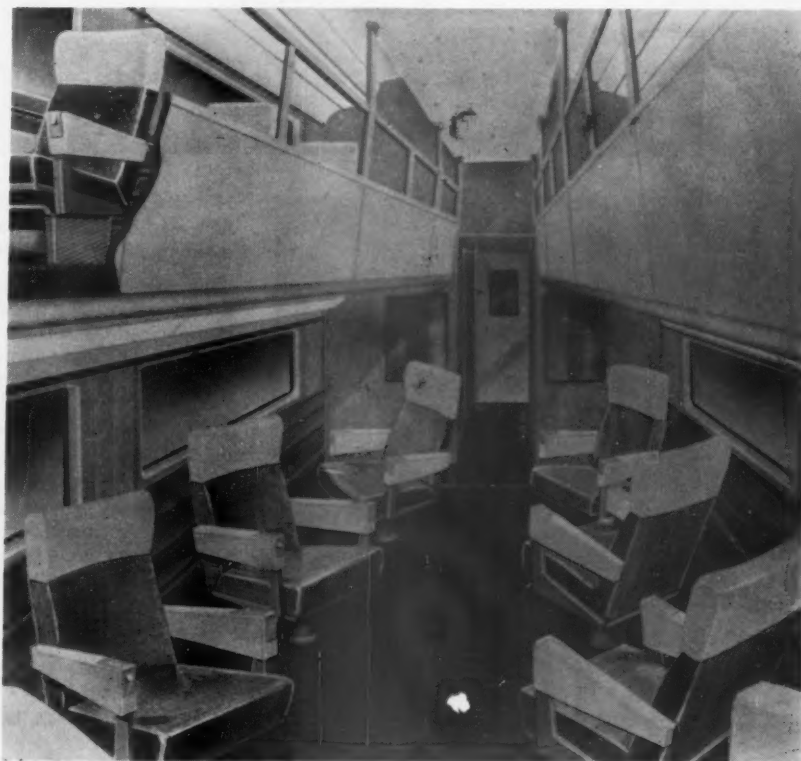
North Western's cars will bring a new type of passenger equipment into being for through service. They're designed to offer high capacity, low weight per seat—and a useful future as gallery cars in Chicago suburban service if the medium-haul runs for which they're designed wither away.

The cars will be electrically heated and are designed to keep maintenance costs to a minimum. Electric power will be furnished by an engine-generator set installed in place of the steam generator in the locomotive. The first C&NW diesel modified to handle these trains currently is running road tests.

Being built at Worcester are 10 coaches seating 96, a parlor car, a coach-parlor, and a coach-bar-lounge.

At Chicago, Pullman-Standard is rebuilding two conventional streamlined diners, a baggage-tap car and a baggage-tap-RPO to conform mechanically to the new cars.

C&NW expects to put the new equipment into service on two runs: Chicago to Ishpeming, Mich., and Chicago to Green Bay, Wis.



PARLOR SEATS are shown in designer's drawing. Coaches have normal seating arrangement to handle 96 persons each.

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The Rock Island is just one of the many railroads now using the new transistorized Stan-Pac radio.

No vibrators—no converters—no expensive rotary machinery. The new Motorola Stan-Pac radio, with transistorized power supply, means *lower* installation costs and *lower* maintenance costs for you.

This new level of radio reliability has been achieved through fully tested and proven transistorized power supply, voltage regulator and audio circuits. An advanced design voltage regulator maintains a constant DC input to power supply and easily rides out *any* inductive kick or transient that arises in the locomotive electrical system... no matter how severe! And tube life is stretched considerably by voltage regulation, too.

The many hundreds of "Stan-Pac" radios operating successfully, reliably, and at worthwhile savings on the leading railroads of the nation today guarantee you proven-in-use performance. So don't wait longer to get the facts. Find out about the *only* railroad radio that offers reliable transistorized voltage regulation and a completely transistorized power supply and audio output. Write for literature today.



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What It Says—What It Means

The Transportation Act of 1958 does not represent a wholesale or comprehensive overhaul of our transportation policies. It is a patchwork approach, in a sense, dealing in piecemeal fashion with just a few individual facets of the overall transportation situation that have been found by the Congress to deserve, and be susceptible of, early action.

The Act is by no means a panacea for the many troubles that beset the railroads and other common carriers. Congress intended no panacea.

In fact, recognition of the need for further consideration of transportation problems, with a view toward further legislation, is implicit in the recent adoption of Senate Resolution 303. That resolution authorizes the Senate Committee on Interstate and Foreign Commerce to conduct a transportation study of wide compass. It requires that findings and recommendations for legislation be reported to the Senate at the earliest practicable date.

Almost certain to receive consideration during the study are a number of important areas of trouble that quite obviously require corrective action, but that have been left untouched by the Transportation Act of 1958. Also likely to be studied under S.Res. 303 are certain other areas of transportation policy which, from the understandably cautious point of view of the Congress, there is need for additional study before it can be determined whether there is justification for the enactment of remedial legislation.

But while the Transportation Act of 1958 is not as comprehensive as it perhaps might have been, and fails to come to grips with some very important issues of transportation policy, it nevertheless constitutes—on reflection—a neatly rounded package. The recent repeal of the federal excise tax of 3 per cent on freight charges serves further to round out the package.

The Loan Provision

By way of immediate financial assistance to railroads, the Act provides a plan whereby the ICC is authorized to guarantee loans up to an aggregate principal amount of \$500 million. Such loans may be either for additions and betterments and other capital expenditures or for maintenance of property. Conditions or "limitations" are provided, mostly but not solely for the protection of the government.

No loan is to be guaranteed (1) unless

By HARRY J. BREITHAUP, Jr.

Mr. Breithaupt is a general attorney with the Association of American Railroads in Washington, D.C. He aided in the preparation of railroad testimony when the new transport legislation was pending in Congress.

the Commission finds that without a guaranty the borrowing railroad would be unable to obtain necessary funds on reasonable terms, (2) if in the judgment of the Commission the rate of interest is unreasonably high, (3) if the loan is for a term of more than 15 years or (4) unless the Commission finds that the prospective earning power of the borrowing railroad, together with the nature of the security pledged (if any), furnishes reasonable assurance of ability to repay within the time fixed for repayment and reasonable protection to the United States.

In the case of any guaranteed loan made for the purpose of financing or refinancing expenditures for maintenance of property (as distinguished from one made for the purpose of financing or refinancing additions and betterments or other capital expenditures) there is a prohibition against the declaration of dividends so long as any principal or interest remains unpaid.

It is too soon to know just how much use will be made of the plan of guaranteed loans. The authority to make guaranties extends to March 31, 1961. For those railroads that most urgently need financial assistance for the purposes contemplated, the plan may well turn out to be the measure of survival. There will no doubt also be less urgent cases where guaranteed loans will nevertheless provide a desirable and otherwise unavailable means of financing. Some railroads, through the guaranty provisions of the Act, should be able to make capital expenditures that they otherwise would not be able to make and that, while not *essential* in the strict sense of the word, will effect long-range efficiencies and economies.

Viewed in any light, however, the plan of guaranteed loans is a temporary palliative only. It was designed to meet a present need for financial assistance, and it does not in any sense constitute substantive reform.

Other provisions of the Transportation Act of 1958 are, for the most part, of a substantive nature. All of them are of long-range effect although some of them should have important immediate effect as well. Three of them deal with competitive matters.

The Act contains a new rule as to the competitive rates of the several forms of transportation subject to the Interstate Commerce Act. This new rule, discussed at length in Mr. Langdon's article on page 23 of this issue of *Railway Age*, is expected to enable railroads to assert and enjoy to a greater extent than heretofore, in their competition with trucks and barges, the benefits of the inherent advantages of rail transportation. Over a period of time the application of this new competitive rate rule should produce increased traffic volume and increased revenues.

Rein on Exemptions

The Act also contains an amendment of the Interstate Commerce Act redefining and limiting the scope of the so-called agricultural commodities clause which exempts from economic regulation motor vehicles engaged in the transportation of "property consisting of ordinary livestock, fish (including shell fish), or agricultural (including horticultural) commodities (not including manufactured products thereof)."

Principal effect of the amendment of this exemption is to "freeze" its scope on this basis, more or less, of interpretations to date as reflected in a recent "ruling" of the ICC Bureau of Motor Carriers. Thus it calls a halt to the continuing process of judicial and administrative construction and determination by which its application has been extended far beyond the original purpose. There are some exceptions to the "freeze." The transportation of frozen fruits, berries and vegetables, cocoa beans, coffee beans, tea, bananas and hemp has been returned to regulation as has the transportation of all imported wool and certain categories of domestic wool. Excluded from economic regulation by the Act is the motor-vehicle transportation of certain types of prepared seafood products.

It is a satisfaction to know that there will not be further large-scale expansion of the agricultural commodities exemption, with what might well have been further erosion of important traffic from regulated

(Continued on page 30)



HE'S DURABLE . . . BUT SLOW

Protection and swiftness don't go together in nature, for armor slows an animal down. In business, strength and durability need carry no such handicap. Freight cars equipped with sturdy **NAILABLE STEEL FLOORING**, for example, definitely *speed* shipping; cars stay in Class A condition, ready to carry any freight—rough, bulk or finished.

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Now—An Open Door on Rates

The Transportation Act of 1958 brings a new concept to the competitive rate rule of the I.C. Act. Guided by a new definition of "unfair and destructive practices," the ICC can no longer impose artificial balances between different forms of transport. Rates of each form must be judged on the facts and circumstances surrounding that form.

In the National Transportation Policy, as everyone knows, there is a prohibition against "unfair or destructive competitive practices" by carriers subject to the Interstate Commerce Act.

On important occasions in the past this has been interpreted to mean that proposed railroad rates, aside from being compensatory and non-discriminatory among shippers, must also reflect what the ICC considers to be a proper relation to the existing costs to the shipper of using truck or barge service. The ICC, in other words, has employed the prohibition as a vehicle for assuring to competing forms of transportation "equal opportunities" to compete. In doing this, it has allowed their different economic capabilities to play secondary roles.

The competitive rate rule (Section 5 of S.3778) incorporated in the Transportation Act of 1958 will bring about a basic change in this regard. While the new rule* contemplates "giving due consideration to the objectives of the National Transportation Policy," one of which is the prohibition against "unfair or destructive competitive practices," there is no doubt from the rule as a whole that compensatory and non-discriminatory rates of any form of transportation which are based on its own "facts and circumstances" do not constitute "unfair or destructive competitive practices."

The effect of the new rule, in other words, is to change the ICC definition of what constitutes "unfair or destructive competitive practices." No longer will the ICC, in the name of preventing "unfair or destructive competitive practices," be able

By JERVIS LANGDON, Jr.

Mr. Langdon is general counsel of the Baltimore & Ohio. He was the AAR's witness before the House Subcommittee when the competitive rate rule proposed by the Cabinet Committee was under consideration in 1956 and 1957. He served in a like capacity when the same subject came before the Senate Committee on Interstate and Foreign Commerce and the House Subcommittee in May of this year.

to require artificial competitive balance for different forms of transportation having different economic characteristics.

The New Freedom

Congress has again emphasized that it is neither "unfair" nor "destructive" for the rates of any form of transportation to be judged in the light of the facts and circumstances surrounding that form. Congress has given unqualified endorsement to the following ICC "view respecting the policy of the law subsequent to the Transportation Act of 1940:"

As Congress enacted separately stated ratemaking rules for each transport agency, it obviously intended that the rates of each such agency should be determined by us in each case according to the facts and circumstances attending the movement of the traffic by that agency. In other words, there appears no warrant for believing that rail rates, for example, should be held up to a particular level to preserve a motor-rate structure, or vice versa (New Automobiles case, 259 I.C.C. at p. 538).

From now on, in brief, the prohibition against "unfair or destructive competitive practices" will not stand in the way of compensatory and non-discriminatory rates by one form of transportation which promise to be effective and to attract competitive business away from another form.

This change in the law will bring about the use of more searching criteria in the formulation of competitive rates. Up to now the railroads, along with trucks and barges, have necessarily followed the same concept of artificial competitive balance to which the ICC has been adhering and which the Congress, in keeping with its intent as first expressed in the Transportation Act of 1940, would now bring to an end—positively. The reason for this is not hard to find.

In the old days, when competition was largely confined to railroads, it was axiomatic that to be competitive Railroad A and Railroad B had to publish the same rates between common points. A higher rate over either railroad would divert traffic to the other. This was so because each provided the same type or character of service. Equal rates are still required in competition between carriers of the same form, no matter what the form.

It was an easy step to extend this concept of equal rates to competition among the forms. At first it was thought truck rates should be the same as railroad rates in dollars and cents. But it later developed that truck rates included the help of the driver in loading and unloading, with the result that equal rates did not produce equal costs from the shipper's point of view. Other so-called "rail disabilities" came to light, and attempts to evaluate them have been made—always in an effort, however, to equalize the real cost to the shipper of using the competing forms of transportation.

Making Competition

More recently, when competing truck services have been faster and more flexible, differentials in rail rates have been sought—again the objective of making the two services equally attractive to the shipper. When rail service has been thought to be the equivalent of truck service (as in piggyback) the railroads, despite their cost advantages, have nevertheless published the same rates as the trucks. Competition between rail and barge has employed es-

* The new rule is found in Section 15a(3) and reads as follows:

In a proceeding involving competition between carriers of different modes of transportation subject to this Act, the Commission, in determining whether a rate is lower than a reasonable minimum rate, shall consider the facts and circumstances attending the movement of the traffic by the carrier or carriers to which the rate is applicable. Rates of a carrier shall not be held up to a particular level to protect the traffic of any other mode of transportation, giving due consideration to the objectives of the national transportation policy declared in this Act.



MR. LANGDON

What The Changes Mean

- The economic capability of each form of carriage will assume new importance.
- Rates that are compensatory and non-discriminatory can no longer be ruled an "unfair and destructive competitive practice."
- Use of more searching criteria in formulating competitive rates will result. No old principle of ratemaking is beyond re-examination.
- Equal rates between carriers of the same form will still be required.
- All transport agencies now have the freedom to do more than merely "meet" competition. Each is free to "make" competition.

essentially the same approach, although here it has been the rail rate which, in an effort to provide competitive "equality," has usually been higher.

In fact, the yardsticks which have been applied in the making of competitive rates in the past have supported arguments such as these (as set forth in railroad briefs before the ICC):

Although there exists in connection with . . . traffic, a disparity of costs which justifies a rail-truck differential, it should be noted that the proposed rates do not attempt to fully exploit this cost advantage,

but are only such as are necessary to provide an equal competitive opportunity for transporting the traffic in question.

Or as taken from another brief: . . . the proposed. . . rail rates do not fully meet the competition afforded by trucks by virtue of cost and service disabilities of railroad transportation.

. . . it was the opinion of the shippers that * * these rates * * do not provide a sufficient difference under the truck rates to adversely affect motor carrier operations by regaining disproportionately large volumes of tonnage for the railroads.

Arguments of this kind will be beside the point under the rate rule in the Transportation Act of 1958. For the Congress has now given a green light to the railroads (and equally to the other forms of transportation that have not had green lights), to do more than merely "meet" the competition of other forms of transportation. It has given them all the right "to make" competition, based on their economic capabilities.

Are the railroads ready "to make" such economic competition?

One look at the record since the war will show that the railroads must be ready. In competing with the trucks, they are already beginning to identify those areas where they have or should have the competitive advantage of a lower cost level, and to determine how and where and when this may profitably be exploited in the interest of increased *net* revenues. Truck rates as such are becoming an irrelevant consideration. Instead, truck costs by the most efficient operators are being taken into account in measuring the potentials of rail competition. And in place of equalized competition, the rails are seeking competitive advantages where economically justified by their lower cost level—just as trucks over the years have enjoyed competitive advantages by furnishing superior service at equal (or nearly equal) costs to the shipper.

Of course, if railroads through piggyback can give the same service as trucks but at compensatory rates which are less, their competitive advantage is an inherent one and fairly solid. In the shorter-haul areas the trucks, with lower costs and flexible service, will continue to have the edge.

New Role for Research

In competing with barges, the approach will be the same. Only here, the roles may be reversed. The barges may have the lower costs, and railroads the better service.

For an industry as old as railroads, the transition from "meeting" competition to "making" competition—already started—will not be easy. It will come about, however, through a recognition that none of

the old rules and principles of rate-making and service to the shipper is beyond critical re-examination—a re-examination which will be accomplished by combined teams of imaginative and experienced traffic men, operating men, economists, and cost men.

Railroads simply cannot go on trying merely "to meet" their competition. If they do, the same trends that have been apparent since the war will continue—trends, which if projected for another ten years, will put railroads down to 35 per cent of the total ton-miles of the country. Such a traffic level would not support private ownership even though the country's total ton-miles continue to increase (as they doubtless will).

Some people predict the new competitive rate rule will change nothing and that the ICC will continue to construe the prohibition against "unfair or destructive competitive practices" as requiring the same sort of competitive balance among the different forms of transportation as enforced in the past. This is hard to believe. The indirect apportionments of traffic which this approach necessarily entails—apportionments which may have no sound economic base—are indefensible, and the Congress made clear its purpose to rule them out for the future. Of course, the ICC will be urged to apply the prohibition in the same old way, and different forms of words will be advanced in an effort to squeeze such an application by the Transportation Act of 1958.

But the ICC, if it upholds technical arguments of this kind, would not be carrying out the intent of Congress. Moreover, it would be providing reasons for the advocacy of a separate railroad commission, along with separate commissions for the other forms. With such a change, trucks complaining of "unfair or destructive competitive practices" on the part of railroads would receive from a railroad regulatory commission exactly the same sort of relief railroads would receive today if complaining before the Civil Aeronautics Board of "unfair or destructive competitive practices" on the part of airline companies.

Separate commissions would make certain that the much-desired national transportation system would evolve through competition, and the present National Transportation Policy—a policy which is neither national nor possible of consistent application—would come to an end.

Much is at stake in the upholding of the true purpose of the new competitive rate rule in the Transportation Act of 1958. The Congress clearly intended that the rates of one form of transportation that are compensatory and do not discriminate among its shippers are no longer to be regarded as "unfair or destructive."

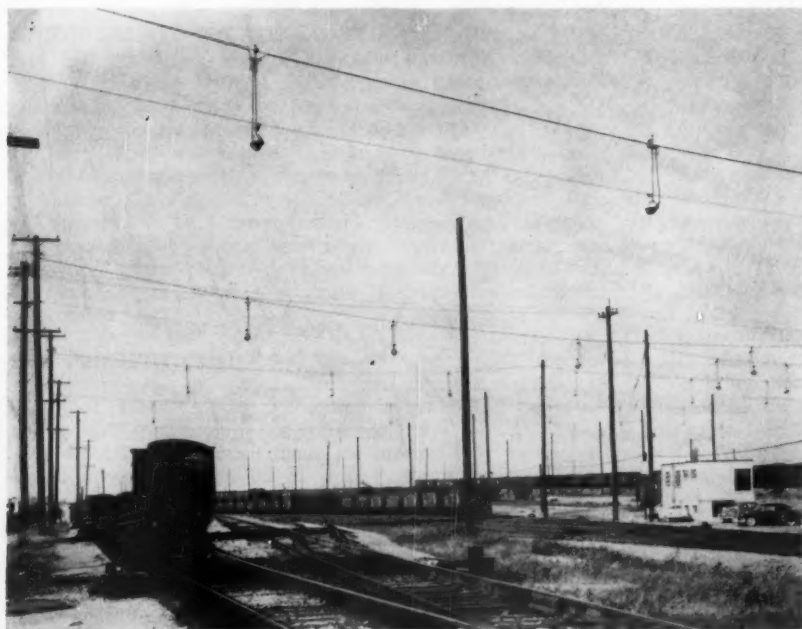


NIGHT SCENE at Newport News shows even light distribution, minimum glare or shadows. Lighting engineers say catenary mounting systems do a much better job for big

areas than flood lighting from high towers. Catenary spans in this yard have a maximum length of 300 ft.

Night and Day . . .

Good Lighting Makes a Difference



DAYLIGHT REVEALS evenly spaced mercury-vapor luminaires suspended 40 ft overhead. Circuits cut in automatically when the light level falls to one foot-candle. A total of 93 lights are mounted this way.

Dawn and dusk pass unnoticed at the Chesapeake & Ohio's new multi-million dollar coal dumping facility at Newport News, Va. Good visibility is essential for 'round-the-clock operation, and this set-up has both.

Mounted on stranded Copperweld cables 40 feet overhead are rows of mercury-vapor luminaires. These provide the necessary large-area lighting in the supporting yards. Near the barney pit, the rotary dumper and the pier, 42 other lamps are mounted 30 feet in the air on wood or steel poles.

Chief advantages of catenary mounting in the yard area are controlled distribution of light, minimum glare and elimination of sharp shadows. Catenary spans, each supporting two to five lights, are spaced from 100 to 200 feet apart. Lights are located to provide one-half footcandle in relatively static areas and up to one and a half footcandles in high activity areas.

The catenary arrangement (several other yards around the country have similar lighting) allows maximum flexibility in positioning lights where they're needed

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at desired heights. The cables at Newport News are strung between 60-ft wood poles. Actually, there are two cables between each pair of poles, spaced 7½ ft apart vertically. The top cable carries circuit conductors and supports the lights. The bottom cable not only helps with this support but serves also as a runner for the telephone-type cable cart used in servicing.

Cost of lighting this big area, based on per unit of light output, is low. The whole system reportedly operates at 100 per cent power factor and at high efficiency.

Material for this C&O lighting set-up was supplied by Line Material Industries. To insure top protection all the time, even in case of severe weather conditions during daylight hours, the whole system has automatic photoelectric controls. Any time the light level falls to one footcandle, all lights are turned on.

The lamps in use here are housed in corrosion-resistant aluminum, have rated average life of 7,000 hours, an output of 21,000 lumens. Refracting glassware assures uniform light distribution.

Operations at Newport News make this extensive lighting set-up necessary. Facilities there are designed to transfer coal

from rail cars to ocean-going ships at a maximum rate of 2,000 tons per hour and to operate 24 hours a day the year around when business justifies.

Behind the Lights

Such a high rate of transfer requires a constant movement of cars—from pier yards, to thawing plant, to weighing station, to barney pit, and then to the rotary dumper.

In the actual dumping operation, loaded hopper cars roll, by gravity, from a "loaded" yard down to a pit track where a barney (mechanical arm) grabs the car and pulls it up an incline to the dumper. Here, cars are turned upside down and the coal drops through chutes which feed directly into the hold of a ship.

After a car is dumped and righted, the next-arriving car shoves it down the incline away from the dumper. The empty trails through a spring switch and momentum carries it up another incline known as the kick-back track. The car rolls up this grade, stops, then rolls back down the kick-back and over the spring switch normal to the lead of the 12-car empty track.



OVERHEAD LIGHTS near barney pit and dumper are mounted on 30-ft poles. Barney pulls loaded cars up incline to rotary dumper; after dumping, cars drop away on opposite side and roll by gravity in 12-track "empty" yard. Good lights are a big safety aid.

Railroading



After Hours with *Jim Lyne*

UNION RELATIONS BAD?—A veteran official of one of the railway unions told an associate of mine the other day that, in his opinion, union-management relations on the railroads today are at a "long-time low."

It's too bad, if that belief is accurate—but I just can't believe it. There never was a time when hanging together, in order to avoid hanging separately, was more urgent for all railroaders, of whatever rank.

There used to be a time when the principal obstacle to improved conditions for employees might have been management opposition. That day is past. Management can't give away what it hasn't got—and what it gets now is strictly limited by the competition.

THE PRODUCT COMES FIRST—A frequent topic for discussion these days is the quality of railroad service. Traffic men know that, too often, service isn't good enough to be competitively saleable. Operating officers, on the other hand, are under heavy pressure to reduce expenses—which means such things as holding trains for tonnage, week-end shut-downs.

To illustrate the problem a chief executive recently told about a dog food manufacturer whose product wasn't selling well. So he fired his sales force and hired new people—all highly educated experts. Sales still sagged. The manufacturer called a meeting of his staff to try to locate the trouble. He found out all right. The dogs just wouldn't eat the product.

STANDARD GAGE—DeWitt Meredith of the Santa Maria Valley, in California, asks if I know the origin of 4 ft. 8½ in. as the standard gage. The story, as

I recall it, is that this happened to be the gage of the first locomotives, built in Britain—and the track and cars naturally were built to conform to that of the most expensive part of the equipment.

I've read somewhere that the locomotive gage corresponded with that of English carriages of the time. Anybody who ever rode around in the country in horse-and-buggy days on dirt roads will recall that, if your buggy gage didn't fit the gage of the ruts, you were in trouble. Uniformity of gage was almost as important for dirt highways as it is now for railroads.

HOT WEATHER CORN—Somebody has sent me a limerick from the Winnipeg Tribune which raises the question of the proper plural for caboose. Arguing by analogy, the poet cites the plural of goose, and comes up with "cabeese."

Incidentally, on the PRR there are no cabooses—they are "cabins" or "cabin cars." Are there other names around?

HAND BAGGAGE TROUBLES—Lou Sprague, retired chairman of the M&StL, says ladies at two large parties he recently attended landed on him hard—as a railroad man—because of the way railroads deal with hand baggage. On the airlines, the service is automatic—on the railroads the passenger has to oversee the shift from train porter to red-cap, and pay two bits apiece. Lou believes the porters get few tips on top of that two bits, and this doesn't make them cheerful servants.

The government rule that red-caps had to be paid standard wages, besides their tips, certainly pulled a rug on railroad passenger service—including employment of red-caps.

Freight Operating Statistics of Large Railroads—Selected Items

Region, Road and Year			Locomotive Miles				Car Miles		Ton-miles (thousands)		Road-locom on lines				
			Miles of road operated	Train miles	Principal and helper	Light	Loaded (thousands)	Per cent loaded	Gross exch. loads & tenders	Net rev. and non-rev.	Serviceable		Per cent B. O. R. O.		
											Unstored	Stored			
New England Region	{	Boston & Maine.....	1958	1,559	222,038	222,552	3,520	8,210	59.3	587,495	225,386	61	10	8	9.2
		Maine Central.....	1957	1,560	232,466	236,244	8,383	9,179	64.0	615,387	247,078	79	..	3	3.7
		N. Y., N. H. & Htd.....	1958	944	85,433	85,703	2,049	2,528	60.7	177,495	70,709	33	..	1	2.9
			1957	944	92,430	92,930	1,952	2,740	63.0	185,454	73,173	32	..	3	8.6
			1957	1,739	246,817	246,817	12,775	9,673	59.2	674,459	294,995	72	3	11	12.8
Great Lakes Region	{	Delaware & Hudson.....	1958	764	145,310	146,669	1,360	7,376	62.3	524,237	250,333	35	..	4	9.5
		Del., Lack. & Western.....	1957	771	171,636	176,442	6,195	9,212	67.4	651,991	336,493	38	3	4	5.2
		Erie.....	1958	927	226,008	229,998	9,017	10,045	62.9	681,382	270,764	56	..	6	9.7
			1957	927	243,422	249,618	22,853	12,092	69.2	784,484	339,026	63	..	1	1.6
		Grand Trunk Western.....	1958	2,207	485,500	488,126	9,961	27,019	64.8	1,728,228	649,538	160	10	3	17.1
	{	Lehigh Valley.....	1957	2,207	597,720	605,826	14,548	32,795	66.8	2,095,664	836,430	169	..	2	1.2
			1958	951	198,101	198,580	1,331	6,862	59.0	488,706	183,425	41	19	16	21.1
			1957	951	239,538	248,411	1,876	8,030	60.1	565,013	215,371	58	11	17	16.8
			1958	1,118	192,506	194,853	3,044	6,206	60.2	510,757	252,578	29	..	3	8.8
			1957	1,134	223,332	226,261	4,268	9,919	66.2	679,350	312,865	31	..	3	8.8
	{	New York Central.....	1958	10,470	1,965,033	1,976,646	84,512	77,126	54.1	5,928,539	2,470,052	403	32	29	6.3
			1957	10,570	2,248,609	2,276,790	115,706	98,484	58.7	6,206,082	3,137,285	484	7	22	4.3
		New York, Chic. & St. L.....	1958	2,155	555,802	562,669	4,322	24,495	59.8	1,780,533	724,516	126	23	4	2.6
			1957	2,155	713,546	728,819	5,314	30,320	63.8	2,153,120	945,882	178	7	21	10.2
		Pitts. & Lake Erie.....	1958	2,221	52,129	52,129	..	1,951	60.6	180,735	109,838	12	..	5	29.4
{	Wabash.....	1958	229	66,857	66,857	..	2,960	67.8	257,617	161,536	15	..	..	..
		1957	2,379	443,010	443,016	3,700	18,763	60.7	1,333,832	516,350	119	..	1	9.0	
		1957	2,379	521,620	522,131	6,396	23,227	64.6	1,558,184	612,512	106	..	3	2.7	
	Baltimore & Ohio.....	1958	5,830	1,225,365	1,301,316	77,032	52,294	58.8	4,196,744	1,969,704	418	111	15	2.9	
		1957	5,897	1,616,624	1,809,993	152,183	67,274	61.1	5,482,669	2,686,755	467	4	99	17.4	
Central Eastern Region	{	Bessemer & Lake Erie.....	1958	1,208	30,204	31,296	46	1,054	65.7	115,199	74,391	10	1	..	..
			1957	208	69,130	75,009	320	3,696	60.7	445,357	291,593	16	..	..	..
		Central RR Co. of New Jersey.....	1958	600	102,027	103,239	5,084	3,856	61.7	297,225	152,579	60	4	3	4.3
			1957	612	126,184	127,708	6,975	4,770	64.1	361,320	186,544	59	..	6	9.2
		Chicago & Eastern Ill.....	1958	863	133,689	133,689	2,974	4,948	60.7	386,877	188,117	26	..	4	13.3
Central Eastern Region	{		1957	862	121,028	121,028	3,603	5,697	66.7	410,274	201,976	28	..	2	6.7
		Elgin, Joliet & Eastern.....	1958	236	62,677	62,933	..	1,926	60.4	158,836	84,151	31	8	4	9.3
			1957	236	90,024	90,992	..	2,743	61.8	225,566	128,577	42	..	1	2.3
		Long Island.....	1958	345	22,631	22,631	6,682	207	53.9	19,435	8,636	12	..	..	..
			1957	345	23,216	23,216	7,305	259	53.7	19,435	8,636	12	..	..	..
Central Eastern Region	{	Pennsylvania System.....	1958	9,900	2,455,337	2,569,023	144,589	120,198	60.2	7,781,787	3,469,593	666	102	78	9.2
			1957	9,914	3,065,810	3,178,482	243,459	129,726	63.7	9,733,813	4,652,171	816	31	198	18.9
		Reading.....	1958	1,303	255,785	257,848	7,842	9,522	56.5	824,033	413,232	129	13	46	24.5
			1957	1,303	358,725	361,088	13,676	13,419	61.1	1,120,747	592,976	160	21	17	8.6
		Western Maryland.....	1958	844	135,224	137,940	5,432	5,180	60.1	455,681	254,411	39	5	1	2.2
Pocombutus Region	{		1957	846	174,545	179,849	9,026	6,968	62.6	603,607	343,965	47	..	..	..
		Chesapeake & Ohio.....	1958	5,066	1,120,629	1,124,453	21,146	52,271	55.3	4,672,417	2,557,492	603	18	14	2.2
			1957	5,067	1,609,034	1,615,261	32,215	74,648	55.6	6,812,086	3,824,368	570	8	74	11.3
		Norfolk & Western.....	1958	2,109	587,125	625,261	45,209	29,495	56.1	2,565,021	1,565,021	31	..	68	..
			1957	2,110	814,784	872,300	66,551	41,619	56.1	4,049,024	2,461,062	257	13	10	3.6
Pocombutus Region	{	Rich. Fred. & Potomac.....	1958	110	40,486	40,486	790	2,514	57.1	174,432	62,224	9	5	1	6.7
			1957	110	49,706	49,706	980	3,250	64.4	210,097	78,884	15	..	..	..
		Virginian.....	1958	608	146,107	148,147	3,431	7,416	51.7	736,081	407,695	51	14	15	18.8
			1957	611	191,178	194,028	4,846	9,631	54.2	942,751	537,594	62	1	11	14.9
			1958	5,282	691,087	691,087	6,904	23,410	53.9	1,856,292	795,411	110	15	3	2.3
Southern Region	{	Atlantic Coast Line.....	1957	5,283	829,614	829,638	10,520	26,743	58.2	2,009,640	887,283	134	..	4	2.9
		Central of Georgia.....	1958	1,730	194,348	194,348	1,910	7,340	61.6	569,690	270,889	33	..	2	5.7
			1957	1,730	192,412	192,412	1,953	8,169	66.5	591,619	291,071	35	..	1	2.8
		Cinn., New Orleans & T. P.....	1958	324	123,947	123,977	772	7,407	58.1	511,565	209,056	23	..	10	33.3
			1957	324	139,992	139,992	775	9,921	64.4	572,983	244,078	23	..	..	..
	{	Florida East Coast.....	1958	571	139,778	139,778	6	4,425	53.7	345,161	115,557	54	..	5	6.9
			1957	671	130,636	130,636	68	3,776	54.5	292,432	105,712	50	..	6	10.7
		Gulf, Mobile & Ohio.....	1958	2,717	262,934	262,934	77	13,733	64.2	960,051	449,711	87	..	4	4.4
			1957	2,717	278,180	278,180	115	15,640	69.0	1,074,510	521,925	87	..	4	4.4
			1958	6,497	963,295	963,295	26,684	41,378	59.3	3,059,731	1,360,657	204	78	80	22.1
	{	Illinois Central.....	1957	6,503	1,146,627	1,146,627	31,719	48,599	61.2	3,579,693	1,642,322	254	71	57	14.9
		Louisville & Nashville(*).....	1958	5,680	843,664	844,129	14,597	33,052	57.2	2,620,890	1,257,499	156	..	3	1.9
			1957	5,686	1,074,248	1,079,937	18,561	29,620	59.6	3,035,283	1,508,383	166	..	7	4.6
		Seaboard Air Line.....	1958	4,135	637,947	637,947	1,979	23,262	55.4	1,862,709	809,295	145	..	..	..
			1957	4,051	726,299	726,299	2,786	26,033	59.7	1,953,234	850,067	157	..	5	3.1
Southern Region	{	Southern.....	1958	6,249	790,806	791,080	9,668	36,324	61.8	2,538,387	1,137,967	178	1	14	7.3
			1957	6,251	871,884	871,944	9,400	40,388	65.4	2,745,648	1,275,000	191	12	13	6.0
		Chicago & North Western.....	1958	9,291	790,163	790,163	8,365	29,516	59.2	2,272,584	914,965	164	..	11	6.3
			1957	9,252	894,649	894,675	9,273	30,993	62.0	2,317,282	917,790	185	2	11	5.6
		Chicago Great Western.....	1958	1,437	131,225	131,225	222	6,847	64.6	487,204	222,326	28	..	2	6.7
Northwestern Region	{		1957	1,437	136,437	136,437	221	7,039	68.7	484,545	228,116	30	..	2	6.3
		Chic., Milw., St. P. & Pac.....	1958	10,583	848,677	859,927	14,716	37,690	61.6	2,685,519	1,179,731	279	15	8	2.6
			1957	10,677	931,285	945,983	18,829	42,248	62.8	2,929,420	1,253,624	285	14	7	5.7
		Duluth, Missabe & Iron Range.....	1958	539	58,297	58,393	23	2,503	52.6	270,714	164,465	65	30	7	6.9
			1957	565	165,208	165,576	936	8,284	50.8	877,738	532,783	66	10	7	8.4
	{	Great Northern.....	1958	8,262	862,981	864,677	20,728	37,266	65.4	2,675,876	1,251,310	255	1	1	4
			1957	8,272	1,120,820	1,125,159	25,345	46,705	66.3	3,528,357	1,786,600	230	77	7	2.2
		Minneap., St. P. & S. St. Marie.....	1958	4,169	352,149	352,985	822	12,205	65.1	832,290	363,314	85	11	4	4.0
			1957	4,169	426,080	428,086	2,463	13,662	63.6	1,044,340	517,207	84	8	5	5.2
		Northern Pacific.....	1958	6,333	715,447	724,240	9,176	31,855	64.4	2,217,566	1,048,978	266	15	3	1.3
	{		1957	6,534	796,451	800,914	16,509	35,490	61.4	2,419,064	1,123,474	246	53	22	7.0
		Spokane, Portland & Seattle.....	1958	944	127,945	127,945	1,162	7,355	76.4	371,174	180,229	57	..	..	..
			1957	944	137,911	137,911	1,299	5,974	75.4	392,922	191,473	54	..	2	3.6
		Ateh., Top. & S. Fe (incl. G. D. & S. F. and P. & S. F.).....	1958	13,097	2,175,953	2,314,774	46,814	105,358	62.1	7,536,024	2,810,952	548	33	103	15.1
			1957	13,172	2,561,058	2,691,853	55,039	121,664	61.7	8,579,541	3,141,775	578	35	73	10.6
Central Western Region	{	Chic., Burl. & Quincy.....	1958	8,698	963,186	959,528	21,853	41,849	63.0	2,893,363	1,232,869	132	30	63	28.0
			1957	8,750											

For the Month of May 1958 Compared with May 1957

Region, Road and Year			Freight cars on line			Per Cent B. O.	G.T.M. per train-hr. excl. locos. and tenders	G.T.M. per train-mi. excl. locos. and tenders	Net ton-mi. per train-mile	Net ton-mi. per car-mile	Net ton-mi. per car-day	Car miles per car-day	Net daily ton-mi. per road-mi.	Train-miles per train-hour	Miles per loco. per day
			Home	Foreign	Total										
New England Region	(Boston & Maine.....	1958	3,440	6,516	9,956	3.5	42,643	2,651	1,017	27.5	707	43.4	4,664	16.1	96.5
		1957	1,925	8,067	9,992	1.6	40,606	2,654	1,066	26.9	794	46.1	5,109	15.3	110.1
		1958	2,834	2,043	4,877	4.7	31,471	2,083	830	28.0	452	26.6	2,416	15.1	94.1
		1957	2,091	2,489	4,580	3.9	30,872	2,014	793	26.7	492	29.1	2,500	15.4	99.9
		1958	4,231	10,076	14,307	4.7	47,150	2,733	1,061	27.1	575	35.9	4,860	17.3	116.6
Great Lakes Region	(Maine Central.....	1957	3,289	14,028	17,317	2.3	43,884	2,787	1,139	27.0	597	34.3	5,833	15.7	116.7
		1958	7,623	4,969	12,592	4.7	64,474	3,628	1,733	33.9	645	30.5	10,570	17.9	126.5
		1957	2,520	5,558	8,078	5.6	65,593	3,817	1,970	36.5	1,350	54.8	14,079	17.3	159.7
		1958	6,804	14,324	21,128	8.3	54,074	3,054	1,214	27.0	592	35.0	9,422	17.9	139.5
		1957	6,302	10,660	16,962	3.3	54,790	3,292	1,423	28.0	683	35.2	11,798	17.0	152.1
Central Eastern Region	Delaware & Hudson.....	1958	13,597	12,408	26,005	5.7	72,481	3,590	1,349	24.0	804	51.6	9,494	20.4	104.2
		1957	8,119	19,536	27,655	2.4	71,052	3,535	1,411	25.5	1,026	60.2	12,225	20.3	130.4
		1958	6,609	6,082	12,691	5.4	56,407	2,483	932	26.7	474	30.1	6,222	22.9	89.2
		1957	4,960	7,596	12,556	6.8	51,869	2,374	905	26.8	553	34.3	7,305	22.0	101.3
		1958	8,133	7,775	15,908	11.0	64,383	2,988	1,322	31.2	531	27.4	7,288	21.7	206.7
Northwestern Region	Lehigh Valley.....	1957	4,327	9,920	14,247	4.6	67,182	3,090	1,423	31.5	708	33.9	8,900	22.1	241.5
		1958	84,013	62,037	146,050	6.7	55,444	3,043	1,268	32.0	551	31.8	7,610	18.4	154.9
		1957	57,136	84,517	141,653	3.1	53,446	3,247	1,414	31.9	722	38.6	9,575	16.7	166.8
		1958	13,131	9,490	22,621	11.9	62,083	3,231	1,315	29.6	1,015	57.4	10,845	19.4	134.0
		1957	8,797	16,213	25,010	8.8	54,137	3,069	1,348	31.2	1,203	60.5	14,159	17.9	128.5
Southern Region	Pitts. & Lake Erie.....	1958	10,417	3,000	13,417	5.6	59,199	3,471	1,189	56.3	266	7.8	23,578	15.7	157.7
		1957	9,952	9,189	19,141	8.1	60,473	3,860	2,420	54.6	396	10.7	23,578	15.7	157.7
		1958	10,858	8,596	19,454	5.8	65,845	3,023	1,170	27.5	850	50.9	7,001	21.9	130.1
		1957	9,388	9,994	19,382	4.6	65,027	2,996	1,178	26.4	1,021	59.9	8,305	21.8	159.9
		1958	70,344	32,670	103,014	17.4	57,034	3,467	1,627	37.7	626	28.3	10,899	16.7	86.1
Central Eastern Region	Baltimore & Ohio.....	1957	48,322	53,831	102,153	4.0	51,953	3,436	1,684	39.9	864	35.4	14,697	15.3	117.2
		1958	8,435	419	8,854	8.7	67,645	4,007	2,588	70.6	256	5.5	11,537	17.7	79.9
		1957	3,962	1,136	5,098	8.1	116,251	6,607	4,326	78.9	1,674	34.9	45,222	18.0	166.4
		1958	4,882	7,928	12,810	14.7	42,717	3,052	1,567	39.6	396	16.2	8,203	14.7	74.9
		1957	2,341	9,540	11,881	7.2	43,569	2,955	1,525	39.1	502	20.0	9,833	15.2	92.0
Northwestern Region	Chicago & Eastern Ill.....	1958	3,201	2,546	5,747	18.4	59,437	2,917	1,418	38.0	1,038	45.0	7,055	18.7	137.5
		1957	2,821	3,320	6,141	8.0	63,324	3,406	1,677	35.5	1,080	45.7	7,558	18.7	137.5
		1958	8,243	4,072	12,315	6.5	22,937	2,659	1,409	43.7	218	8.3	11,502	9.1	64.4
		1957	7,742	9,829	17,571	6.0	21,389	2,626	1,497	46.9	233	8.1	17,574	8.5	86.1
		1958	2,575	2,575	5,150	8.8	6,139	857	381	33.3	78	4.3	807	7.3	127.9
Central Eastern Region	Pennsylvania System.....	1957	129,960	63,907	193,867	14.0	58,294	3,242	1,445	33.6	580	28.7	11,305	18.4	106.3
		1958	96,980	95,014	191,994	8.2	54,862	3,266	1,561	35.9	782	34.2	15,137	17.3	118.5
		1957	21,953	13,032	34,985	14.5	51,473	3,222	1,616	43.4	378	15.4	10,230	16.0	55.6
		1958	12,475	21,129	33,604	2.9	51,248	3,124	1,653	44.2	585	21.7	14,680	16.4	70.9
		1957	9,979	1,715	11,694	3.1	50,324	3,439	1,920	49.1	682	23.1	9,724	14.9	114.3
Southern Region	Western Maryland.....	1958	4,777	3,592	8,369	2.5	51,062	3,544	2,019	49.4	1,280	41.5	13,115	14.8	142.2
		1957	75,283	23,580	98,863	3.2	82,233	4,191	2,294	48.9	846	31.3	16,285	19.7	62.7
		1958	57,893	33,038	90,931	6.0	80,938	4,259	2,391	51.2	1,363	47.8	24,347	19.1	87.5
		1957	50,384	6,809	57,193	2.0	90,076	5,044	2,726	52.4	875	30.3	23,938	18.3	91.0
		1958	38,809	10,877	49,686	1.4	88,752	5,094	2,820	53.8	1,473	48.7	34,262	17.9	121.4
Foothill Region	Rich. Fred. & Potomac.....	1957	145	973	1,118	1.9	92,783	4,313	1,539	24.8	1,932	136.7	18,248	21.5	92.2
		1958	54	1,283	1,337	6.6	96,641	4,230	1,588	24.3	2,044	130.8	23,233	22.9	116.2
		1957	14,074	1,209	15,283	3.1	76,041	5,139	2,846	55.0	861	30.3	21,631	15.1	67.5
		1958	10,651	1,981	12,632	1.2	71,572	5,040	2,874	55.0	1,373	45.4	28,383	14.5	95.7
		1957	24,653	13,742	38,395	3.4	48,897	2,699	1,156	34.0	675	36.9	4,858	18.2	196.4
Central Eastern Region	Atlantic Coast Line.....	1958	20,848	16,563	37,411	4.4	45,111	2,438	1,075	33.2	764	39.6	5,418	18.6	223.4
		1957	4,890	3,815	8,705	4.2	52,294	2,938	1,397	36.9	1,011	44.5	5,051	17.8	193.0
		1958	2,389	6,399	8,788	3.9	52,439	3,080	1,515	35.6	1,093	46.1	5,427	17.1	192.1
		1957	638	6,247	6,885	1.2	98,340	4,129	1,687	28.2	1,027	62.6	20,191	23.8	139.7
		1958	302	4,867	5,169	8.8	93,350	4,143	1,765	27.4	1,588	90.1	23,433	22.7	155.9
Northwestern Region	Florida East Coast.....	1957	821	4,034	4,855	8.1	41,223	2,485	832	26.1	682	48.7	6,528	16.7	92.3
		1958	352	3,667	4,019	7.7	35,697	2,256	816	28.0	705	46.2	5,972	15.9	86.0
		1957	7,892	8,885	16,777	7.9	72,770	3,652	1,711	32.7	869	41.3	5,339	19.9	100.4
		1958	5,807	9,983	15,790	7.1	75,209	3,877	1,877	33.4	1,076	46.7	6,197	19.5	107.0
		1957	31,413	16,315	47,728	3.1	57,468	3,202	1,424	32.9	902	46.1	6,756	18.1	94.1
Central Eastern Region	Illinois Central.....	1958	27,657	24,094	51,751	2.4	55,518	3,152	1,446	38.0	1,039	50.2	8,147	17.8	106.8
		1957	43,747	14,109	57,856	5.5	53,115	3,115	1,445	38.0	701	32.2	7,141	17.2	194.1
		1958	37,427	21,105	58,532	5.0	50,793	3,332	1,407	38.5	942	40.2	8,557	18.0	203.4
		1957	19,183	10,684	29,867	3.0	56,456	2,971	1,291	34.8	870	45.1	6,313	19.3	154.9
		1958	12,791	14,743	27,534	2.6	52,585	2,749	1,195	32.7	955	49.0	6,769	19.5	170.9
Southern Region	Seaboard Air Line.....	1957	23,181	26,385	49,566	4.3	54,138	3,220	1,444	31.3	754	39.0	5,874	16.9	146.9
		1958	16,442	24,887	41,329	4.7	53,392	3,160	1,467	31.6	1,004	48.6	6,580	17.0	149.3
		1957	25,454	21,923	47,377	5.6	52,528	2,887	1,162	31.0	618	33.7	3,177	18.3	158.0
		1958	22,002	24,891	46,893	6.0	47,132	2,617	1,037	30.0	592	31.8	3,200	18.2	156.8
		1957	2,600	3,914	6,514	3.5	70,101	3,722	1,699	32.5	1,080	51.5	4,991	18.5	151.5
Northwestern Region	Chicago Great Western.....	1958	1,960	4,043	6,003	3.2	67,270	3,557	1,675	32.4	1,131	33.6	3,329	3.96	19.7
		1957	39,576	19,999	59,575	5.5	62,316	3,169	1,191	31.3	392	33.3	4,024	19.5	114.3
		1958	32,221	26,289	58,510	6.0	61,192	3,152	1,425	31.3	714	35.2	4,092	21.2	162.8
		1957	14,492	7,240	21,732	4.0	74,429	4,920	2,989	65.7	349	10.1	9,491	16.2	18.3
		1958	14,035	902	14,937	2.1	102,205	3,389	64.3	1,157	35.4	30,419	19.2	76.1	
Central Eastern Region	Great Northern.....	1957	27,714	14,528	42,242	3.7	61,307	3,131	1,464	33.6	970	44.2	4,886	19.8	120.1
		1958	24,725	19,058	43,783										

What New Act Says, Means

(Continued from page 21)

carriers; and the return to economic regulation of motor vehicles transporting frozen fruits and vegetables and the other commodities mentioned should be of measurable benefit to railroads.

The other provision of the new Act that deals with a competitive matter is one having to do with the increasingly important subject of private carriage. The Interstate Commerce Act has been amended to include a provision that no person engaged in any business enterprise other than a for-hire transportation business shall transport property by motor vehicle in interstate or foreign commerce for business purposes, unless such transportation is within the scope and in furtherance of a primary business enterprise, other than transportation, of such person. This provision writes into the statute the well-known "primary business test." It is designed to correct certain abuses that had become prevalent in the field of private carriage and by which much commercial transportation that should be performed by public carriers was being performed under the guise of private carriage in order, among other things, to evade economic regulation.

Now that such devices as "buy and sell" and "back-hauling" are prohibited, much of the traffic involved may be expected to return to public carriers. Moreover, it may well develop that some of the incentives that have led to the enormous growth of private carriage have been somewhat lessened especially now that there has also been repeal of the federal excise tax on amounts paid for the transportation of property.

A vexatious and burdensome problem for the railroads over the years has been the delay encountered when it is sought to effect adjustments in intrastate rates that do not contribute their proportionate share of revenues, and therefore discriminate against interstate commerce. The ICC for many years has possessed authority to require such adjustments in intrastate rates as will remove unlawful discrimination against interstate commerce, but for reasons of "comity" it has exercised that power with hesitancy; and has generally avoided taking action unless and until the appropriate state authority has been invoked with respect to the intrastate rates in question, and until a final disposition of the matter has been reached at the state level.

There has thus been opportunity in the

past for excessive and costly delay before the protection intended by the Interstate Commerce Act could, as a practical matter be realized.

The 1958 Act amends the Interstate Commerce Act to provide that whenever a petition bringing into issue the lawfulness of any intrastate rate, fare or charge is filed with the ICC by the carrier concerned, the Commission shall institute its investigation forthwith and give "special expedition" to the hearing and decision therein. This is to be so whether or not the rate, fare or charge has theretofore been considered by any state agency or authority and without regard to the pendency of any state proceeding thereon.

This approach should substantially reduce the delay incident to removal of discrimination against or burden on interstate commerce caused by intrastate rates; and is expected to be of much benefit to the carriers, especially in connection with general increases in intrastate rates corresponding to interstate increases authorized by the Commission in general revenue cases.

A further helpful amendment of the Interstate Commerce Act in this regard is made by the new Act. It deals with the nature of the evidence required to support the Commission's finding that intrastate rates, fares or charges cause discrimination against or burden on interstate commerce. This provides that such a finding may be made "without a separation of interstate and intrastate property, revenues, and expenses, and without considering in totality the operations or results thereof of any carrier, or group or groups of carriers wholly within any state." This amendment is designed to overcome what might have been the most unfortunate effect of two recent Supreme Court decisions,* under a feared interpretation of which the Commission could no longer have effectively exercised its authority to remove discrimination against interstate commerce by intrastate rates, fares and charges.

Train-off Cases

The one remaining feature of the Transportation Act of 1958 is a most important one. The Act for the first time vests the ICC with jurisdiction over the discontinuance or change of the operation or service of trains and railroad ferries (as distinguished from abandonment of a "line of railroad"). There are two separate and different provisions, one applicable only in the case of trains or ferries operating wholly within the boundaries of a state.

In the first case, any carrier whose rights with respect to the discontinuance or change of the operation or service of any train or ferry operating across state lines are subject to any state law or regulatory

authority will be permitted (but not required) to invoke the Commission's jurisdiction upon filing with it thirty days' notice of the proposed discontinuance or change. This will have the effect of superseding state jurisdiction and the carrier may take the action contemplated by the notice unless otherwise ordered by the Commission. The Commission will have authority, during the thirty-day period, to institute an investigation of the proposed action. If such an investigation is instituted the Commission may, by order served at least ten days prior to the date on which the discontinuance or change would have become effective, require the continued operation or service of the train or ferry pending hearing and decision, but not for a longer period than four months beyond the proposed effective date of discontinuance or change.

If the Commission finds in its investigation that the operation or service in question is required by public convenience and necessity and will not unduly burden interstate or foreign commerce, it may by order require the operation or service of the train or ferry to be continued or restored for a period not to exceed one year from the date of its order. At the expiration of the period specified in such an order state jurisdiction (if any) will again attach unless the ICC procedure is again invoked.

In any case where a carrier wishes to discontinue or change the operation or service of a train or ferry not operating across state lines but may not do so because of provisions of state law—or because the state regulatory authority has denied permission or has failed to act finally on the carrier's application within 120 days—a petition for authority to effect the discontinuance or change in question may be filed with the Commission. After hearing held in the state where the train or ferry is operated, the Commission may grant the authority sought if it finds that public convenience and necessity permit the discontinuance or change and that the continued operation or service of the train or ferry without discontinuance or change will constitute an unjust or undue burden upon the interstate operations of the carrier or upon interstate commerce.

These provisions of law are intended, of course, to enable railroads and the ICC to deal more effectively than heretofore with the problem posed by operations and services of trains and ferries that, because of their unprofitable nature, burden interstate commerce. There is good reason to hope that a partial solution to this problem has been found by the authors of the new Act.

* *Chicago, Milwaukee, St. Paul and Pacific Railroad Co. v. State of Illinois* (January 13, 1958), 356 U.S. 906, and *Public Service Commission of Utah v. United States* (May 19, 1958), 356 U.S. 421.

MORE SERVICE!

MORE SAFETY!

MORE SAVINGS!
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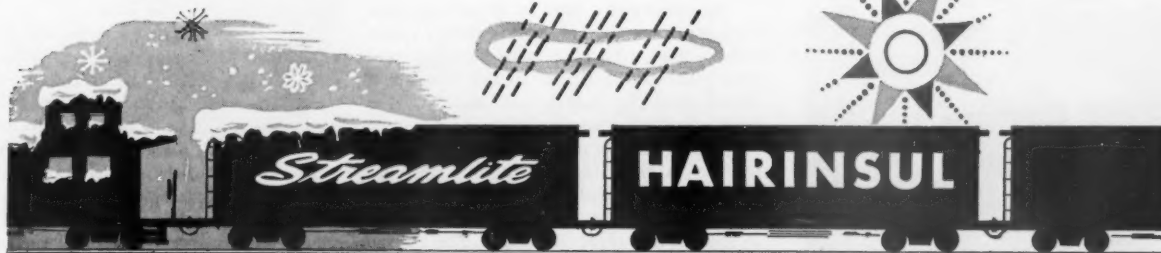
1. **LOW CONDUCTIVITY.** Thoroughly washed and sterilized, all-hair heat barrier. Rated conductivity—.25 btu per square foot, per hour, per degree F., per inch thick.
2. **LIGHT WEIGHT.** Advanced processing methods reduce weight of Streamlite Hairinsul by 40%.
3. **PERMANENT.** Does not disintegrate when wet, resists absorption. Will not shake down, is fire-resistant and odorless.
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5. **COMPLETE RANGE.** Streamlite Hairinsul is available 1/2" to 4" thick, up to 127" wide. Stitched on 5" or 10" centers between two layers of reinforced asphalt laminated paper. Other specified coverings are available.
6. **HIGH SALVAGE VALUE.** The all-hair content does not deteriorate with age; therefore has high salvage value. No other type of insulation offers a comparable saving.

MORE SERVICE because refrigerator cars protected by Streamlite HAIRINSUL are never taken out of service to repair or replace insulation. HAIRINSUL is an installation that lasts the life of the car.

MORE SAFETY because HAIRINSUL's efficiency is your best insurance against the vagaries of weather and against unexpected delays en route.

MORE SAVINGS because of Streamlite HAIRINSUL's ease of installation, long life and high salvage value.

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SETS THE STANDARD BY WHICH ALL OTHER REFRIGERATOR CAR INSULATIONS ARE JUDGED

Suppliers Push Rapid Transit Research

The Chicago Transit Authority and some 11 suppliers are engaging in a \$250,000 cooperative research and development program aimed at speeding progress toward an era of high-speed urban transportation.

Objectives of the program are the development and testing of lightweight rapid transit trucks, gear drives, axles and auxiliary braking specially designed for high-performance operation of lightweight cars in the rights-of-way of multi-lane, grade separated expressways.

The results expected: high-crest speed of 75 mph and upward, a longer period of acceleration at a rate of $3\frac{1}{2}$ mph per second and improved passenger comfort and safety.

The list of cooperating companies includes Transit Research Corp., Westinghouse Electric, General Electric, Budd, General Steel Castings, St. Louis Car, Dana Corp., Westinghouse Air Brake, American Steel Foundries, Timken Roller Bearing and SKF Industries.

Five of 100 rapid transit cars being built by St. Louis Car for the CTA will be equipped with the products of the research-development program. The cars (all

single-unit, double-end equipment) will be test-operated as a train next year on Chicago's new West Side Subway.

St. Louis Car will build three car-sets of trucks, using Transit Research Corp. designs. One set will be equipped with GE 100-hp motors, GE axles and gears, a conventional propeller shaft, Transit Research conventional center-bearing support for the car body, a combination of coil steel and rubber springs and GE control equipment. A second set of trucks will have Westinghouse 100-hp motors and a Dana Corp. close-coupled gear drive unit which eliminates the conventional propeller shaft. The body will be supported by center plates with side bearings; springs will be a conventional combination of coil steel and rubber. The third truck set will be equipped with Westinghouse 100-hp motors, a Dana Corp. drive unit incorporating a torque tube, center-bearing car body support and flat leaf springs. Westinghouse controls will be used for both Westinghouse-powered cars.

The fourth experimental car will have trucks by General Steel Castings; GE 100-hp motors, gears and controls; a conventional propeller shaft; center-bearing body

support and a combination of coil steel and rubber springs. The fifth unit will have Budd trucks equipped with Westinghouse 100-hp motors and the close-coupled gear drive unit, with Westinghouse controls. The body will be supported by a combination of center and side bearings and will rest on air springs.

Gear and axle unit bearings will be supplied by Timken and SKF for all five car-sets of trucks.

In announcing the new program, V. E. Gunlock, chairman of the Chicago Transit Board, said integration of rapid transit with the city's new west-side expressway "has launched a new era in transportation for heavily-populated urban areas. With proper equipment and operating methods, this combination of transportation facilities can meet today's needs in moving masses of people faster, safer and with greater comfort. . . Chicago is committed to the principle of combining rapid transit facilities with programmed additions to its expressway system. CTA and its associates in this research and development venture are fulfilling their obligation to design transit equipment for this new era in urban transportation."



MANY NEW SCHOOLS like Hiram Dodd in Allentown, Pa., are installing modern anthracite equipment.



HIRAM DODD'S NEW EFM twin-fire jet stokers illustrate cleanliness of the new equipment, which cuts maintenance costs.

New Life for Anthracite?

Railroads team up with Anthracite Information Bureau to push new automatic equipment in public buildings.

A big push is on to step up the use of anthracite.

Several eastern railroads are cooperating in a campaign to place new anthracite equipment in schools, churches, multiple-family housing units, industrial companies and all kinds of public buildings.

The new equipment eliminates high custodial and maintenance costs that formerly made cheaper anthracite fuel more costly in the long run than other fuels.

The campaign's goal is to get the new equipment installed wherever there is new construction, or where modernization programs are taking place. In this way, it is hoped that the future will see a larger demand for anthracite.

The advantages of anthracite, according to the Anthracite Information Bureau, which has launched the campaign, include lower costs, safety and cleanliness, ease of storage and plentiful supply. The bureau contends that, with the new equipment, there is the added advantage of lower custodial and maintenance costs.

To help the campaign along, cooperating railroads have:

- Written to their employees asking them to be on the lookout for installation possibilities for the new equipment.

- Encouraged railroad employees who are on school boards and in other such positions to keep the advantages of anthracite in mind and to recommend the use of the new equipment where possible.

Cooperating lines include the Delaware, Lackawanna & Western; Lehigh Valley; Reading, New York Central, Pennsylvania, Jersey Central, and Erie.

Although railroad spokesmen contacted by Railway Age could not point to an immediate pick-up in anthracite carloadings, most were confident that the new equipment program not only would enable anthracite to maintain its present strong position as a fuel, but would result in its becoming increasingly popular in the future, particularly in new structures.

Result to date: the early months of this year have seen a rise of nearly 30 per cent in the installation of automatic anthracite equipment. Hoped for long-term result: the sale and movement by rail of more and more anthracite.

Greater fuel efficiency and longer service life for your steam generator coils



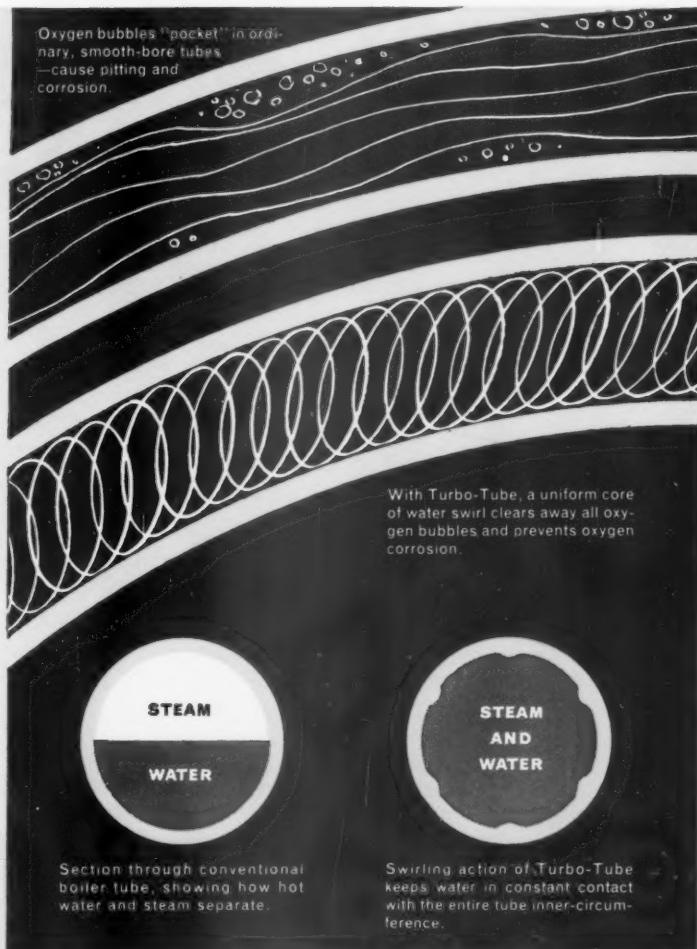
A new principle of water flow for maximum heat transfer—exclusive Vapor Turbo-Tube with "rifled" inner diameter for swirling mixing action.

Turbo-Tube assures a uniform core of water, or of thoroughly mixed hot water and steam, so that heat absorption always is uniform around the entire tube inner-circumference.

This results in materially lower temperature heat-transfer surfaces... prevents oxygen bubbles from "pocketing" and causing corrosion and pitting... protects coil metal from overheating during final steam passage. Note from the chart how Turbo-Tube reduces surface temperatures in the fire zone.

Clean-bore, "rifled" Turbo-Tube increases overall fuel efficiency, guards against harmful expansion, lengthens tube life, and lowers operating costs. The wiping action of full, swirling flow prevents injurious gaseous entrainments.

Specify Vapor Turbo-Tube for replacement coils as well as in your new Vapor Steam Generators (by adding "T-T" to the current ordering numbers used).



See how Vapor Turbo-Tube reduces heat-transfer temperatures

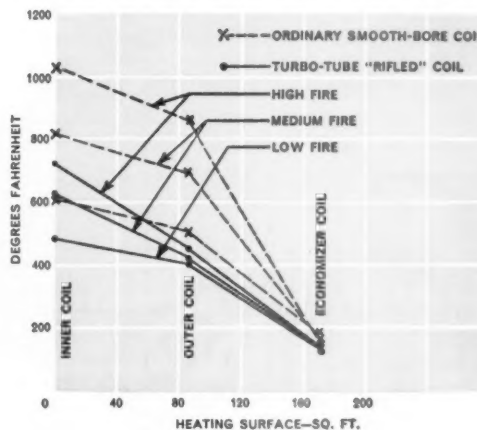
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80 East Jackson Boulevard, Chicago 4, Illinois
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Coil skin temperatures when operating at 150 psig outlet pressure



3 THREE VITAL REEFER PERFORMANCE FACTORS ... OFFERED ONLY BY TROPIC-AIRE

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Only Tropic-Aire mobile refrigeration equipment offers you a choice of *three* power plants . . . gasoline, LP or diesel-fired. *All* big, heavy-duty units built for the most rugged of over-the-road service . . . designed to purr along under normal conditions, maintaining exactly the temperature your cargo calls for. Or, if demanded, there's plenty of power step up smoothly and automatically to meet the worst of overload conditions — and carry on for long, hard hours, if necessary.

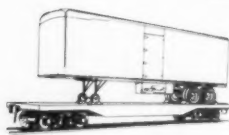
Nearly every component part of a Tropic-Aire reefer unit is *standard*. No retooling or reshaping required. Engine parts, if needed, can be replaced quickly and easily. And, should emergency conditions require it, any part for the refrigeration system is immediately available, as well. Standard parts can mean a lot . . . faster service, far lower maintenance costs, and *assured* normal operation when a part is replaced.

Steady circulation of refrigerated air is *fundamental* to ideal refrigeration. That's why Tropic-Aire reefer equipment provides constant flow of air to *all* sides of the cargo. No defrosting around the edges. Even when the refrigeration system is idling, blowers hold constant speed, keeping interior air in motion. Keeps frozen products solidly *frozen* . . . keeps the moisture *in* fresh, crisp vegetables or fruit.

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MARKET OUTLOOK *at a glance*

Carloadings Drop 0.6% Below Previous Week's

Loadings of revenue freight in the week ended Aug. 9 totaled 618,580 cars, the Association of American Railroads announced on Aug. 14. This was a decrease of 3,624 cars, or 0.6%, compared with the previous week; a decrease of 121,891 cars, or 16.5%, compared with the corresponding week last year; and a decrease of 96,627 cars, or 13.5%, compared with the equivalent 1956 week.

Loadings of revenue freight for the week ended August 2 totaled 622,204 cars; the summary, compiled by the Car Service Division, AAR, follows:

REVENUE FREIGHT CAR LOADINGS For the week ended Saturday, August 2			
District	1958	1957	1956
Eastern	93,712	111,677	108,732
Allegheny	103,436	142,755	108,624
Poconantas	52,670	68,742	64,201
Southern	106,720	115,901	123,960
Northwestern	99,971	129,059	79,179
Central Western	116,309	120,219	118,130
Southwestern	49,386	52,355	57,461
Total Western Districts	265,666	301,633	254,770
Total All Roads	622,204	740,708	660,287
Commodities:			
Grain and grain products	75,959	61,367	59,711
Livestock	3,902	4,942	8,758
Coal	107,964	135,396	134,992
Coke	5,246	10,670	4,532
Forest Products	37,242	41,774	49,730
Ore	54,902	90,863	23,522
Merchandise			
I.C.L.	44,169	54,010	58,926
Miscellaneous	292,820	341,686	320,116
August 2	622,204	740,708	660,287
July 26	607,701	736,407	649,806
July 19	581,817	743,359	648,492
July 12	491,142	692,399	619,988
July 5	457,661	535,334	478,297
Cumulative total, 31 weeks ..	17,058,980	21,288,803	21,985,916

IN CANADA.—Carloadings for the ten-day period ended July 31 totaled 122,267 cars, compared with 80,297 cars for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
July 31, 1958	122,267	33,828
July 31, 1957	132,433	47,497
Cumulative Totals:		
July 31, 1958	2,159,012	834,476
July 31, 1957	2,320,675	979,222

New Equipment

PASSENGER-TRAIN CARS

► **Union Pacific.**—Ordered 30 new cars at a cost of more than \$4,900,000. The order includes 15 coaches, 10 lunch counter-cafe lounge cars and five postal-storage mail cars, all to be built by St. Louis Car Co. Delivery is scheduled for mid-1959. Coaches will be 44-seat leg-rest cars similar to those now operating in UP streamliners. Lunch counter-cafe lounge cars include a lounge room with seat space for 16 persons, a snack bar with restaurant type counter and stools for eight, and a dining room with space for 24 persons. Postal-storage mail cars will include a 30-ft RPO section.

FREIGHT-TRAIN CARS

► **Trailer Train to Order 400 Flatcars.**—Trailer Train Co. expects to place orders late this week for 400 85-ft flatcars for delivery "later this year." The orders are expected to be worth around \$7 million. Delivery of the new cars will increase Trailer Train's supply of two-trailer piggyback flatcars by nearly 50 per cent—from 830 to 1,230 units. "The design of our 85-ft cars has been developed expressly for piggyback service by engineering representatives of member railroads," said James P. Newell, Trailer Train president. "The cars will be featured by a grid type underframe, rather than the usual center sill, with resultant savings in weight and cost." The 85-ft car will be 10 per cent lighter than Trailer Train's 75-ft car—but will be capable of transporting two 40-ft trailers with a combined loaded weight of 130,000 lb at speeds considerably above the present 60-mph "fastest freight schedules," according to Mr. Newell. The new cars will be equipped with roller bearings, rubber-cushioned draft gears, and built-in semi-automatic devices for securing trailers. Trailer Train is also rebuilding and modernizing 200 single-trailer flatcars.

Trailer Train is owned jointly by the Pennsylvania, Burlington, North-western, Missouri Pacific, Wabash, Frisco, Missouri-Kansas-Texas, Norfolk & Western, and Boston & Maine, and the Rail Trailer Co. Its member roads account for some 50 per cent of the nation's piggyback volume.

New Facilities

► **Canadian National.**—Is receiving bids for construction of a new express building at Corner Brook, Nfld., part of a two-year project that will make Corner Brook a major rail center. Specifications call for a permanent, concrete-foundation structure in one story, 30 by 135 ft. The steel-framed, brick-faced warehouse and office facilities will be located just west of the present station building. When express moves into its new building, a proposed renovation of the station building will double its office and public room capacity. A special siding will also be constructed to serve the new express building, as part of a \$1.5-million yard expansion (RA, February 3, 1958, p. 31).

► **Northern Pacific.**—Requested bids for the erection of new steel bents and beam stands at Bridge 230 across the Buffalo River at Manitoba Junction, Minnesota. Bids will be opened Aug. 19.

► **Terminal Association of St. Louis.**—Will rearrange track and enlarge facilities at Pickrel Yard, St. Louis, at a total cost of approximately \$79,000. The facility is a supporting yard for General Motors' Chevrolet plant there.

Forwarder Plan 3 Tariffs Suspended

The ICC's Board of Suspension last week thwarted—at least temporarily—freight-forwarder undertakings to bid for new transcontinental business with volume rates.

The undertakings were set out in forwarder tariffs scheduled to become effective last week but now suspended for seven months. The forwarders were put in a position to make the bid when recently-published railroad Plan 3 piggyback rates became available to them (RA, Aug. 11, p. 9).

Their proposal covered volume rates in lots up to 40,000 lb on shipments from the east coast to the west coast. Competing motor carriers were the protestants.

A few hours earlier the ICC had suspended Baltimore & Ohio tariffs publishing per-shipment rates for box-car service which that road asserts is "entirely comparable" to Plan 3 piggyback services provided by its competitors.

The suspended B&O tariffs would have become effective Aug. 15. The published rates were \$451.50 and \$519, respectively, for New York-Chicago and New York-St. Louis shipments tendered in not more than two 40-ft 6-in. box cars—in one day from not more than one consignor to one consignee at one destination. Shipments under these rates would be limited to 70,000 lb and excess would be assessed at 60 cents per 100 lb on New York-Chicago shipments and 70 cents on New York-St. Louis shipments. There would also be a limit on the weight of a single commodity which could be included in a shipment.

The B&O framed the rates to make

them like Pennsylvania, Erie, and New York Central piggyback rates which apply in shipper-owned or leased trailers and which contemplate use of 75-ft flatcars owned by the railroads.

The B&O's pleadings before the suspension board noted that the railroad offered piggyback service but went on to say "it is greatly restricted because of overhead clearance problems at strategic locations." Moreover, the B&O added, it was "compelled" to offer the box car service because it does not have an adequate supply of 75-ft flatcars.

It insists that it must hold the forwarder traffic at stake, lest it be forced to abandon all of its New York business. The forwarder business, B&O explained, "furnishes the nucleus of our freight trains moving to and from that point."

The ICC suspension of freight-forwarder volume tariffs came as more freight forwarders announced their intention of leasing flatcars for Plan 3 piggyback service. Under Plan 3 shippers can provide their own trailers and their own leased flatcars—buying only line-haul transportation from the railroads. Two of the biggest forwarders, U. S. Freight and Republic Carloading, made early entries in the field, leasing 75 and 25 flatcars, respectively, from General American.

The new forwarders interested in Plan 3 piggyback include National Carloading and Acme Fast Freight Inc. of New York, both of which last week had leased an undisclosed number of piggyback cars for service between Chicago and the Pacific Coast; and Clipper Carloading of Chicago, which was looking for cars with

the hope of starting service to the West Coast in September.

U. S. Freight was still looking for additional flatcars when the ICC suspension was announced. It was reported that the leasing of Trailer Train flatcars to U. S. Freight was under study. If this materialized, it could lead to U. S. Freight's becoming a participating member of the Trailer Train flatcar pool.

No immediate comment was forthcoming from the forwarders on the ICC suspension.

The latest Plan 3 piggyback service began last Friday when the B&O and Burlington began handling Swift & Co. trailers between Omaha, Neb., and Philadelphia. The shipper provides pickup and delivery. The tariff sets a 28,000 lb minimum for fresh meats and 30,000 lb for certain other packing house products. Two 18-ft trailers are handled per car.

Rock Island vs. Six

Road Plans to Fight ICC Examiner's Port Ruling

The Rock Island plans to fight an ICC examiner's recommendation which would give six other roads entry to a Chicago port area now served exclusively by Rock Island.

The area in question is the rapidly-developing Lake Calumet Harbor Port—a transfer point expected to generate a sizeable amount of traffic with the opening of the St. Lawrence Seaway.

Rock Island's Pullman Division is the only rail line into the port at present. The six other lines—Illinois Central, New York Central, Pennsylvania, Chicago, South Shore & South Bend, Belt of Chicago and Indiana Harbor Belt—filed applications to construct a new line into the district and to acquire trackage rights on a joint-facility basis. ICC Examiner Paul C. Albus handed down a recommendation in favor of the "outs." He recommended that ICC Division 4 overrule motions to dismiss the applications, made by Rock Island and Nickel Plate.

A Rock Island spokesman said the road will file the necessary exemption and fight the ruling. Rock Island's position, brought out during the hearings and restated after the recommendation was released, is that the road's facilities are and will be adequate to handle present and future needs of the port.

The examiner, however, concluded that approval of the new-line applications would provide greater rail competition, better service, greater car supply and lower rates for harbor industries. He said it would be a detriment and a hindrance to full development of the port if it were limited to service by a single road when



ABC FREIGHT FORWARDING CORP. of New York has been quietly pushing its own form of Plan 3 piggyback since May 19, when it inaugurated "Speed Van" service between New York and Baltimore. ABS uses 17-ft demountable truck bodies and two leased flatcars in the service. The truck bodies move over the highway between New York and Elizabethport, N.J., and over the rails the rest of the way. This is not related to a similar operation B&O conducted with a firm called Cortrans in late 1956-early 1957. Like ABC, that firm provided its own rail cars and demountable truck bodies in the operation.

so many other lines are nearby and willing to serve the area.

Predictions as to traffic generated by the port ranged from some 27,000 carloads during the coming year to a possible 115,000 by 1968. Opponents of the application, however, questioned the accuracy of the forecasts.

"A vast amount of railroad yard space will be necessary for the expedited and

efficient handling of such added traffic," the report noted. "The applicants have yard space in proximity to the port equal to 12 times that of the Rock Island."

Also lined up in support of the applicants' position were the Chicago Board of Trade, the Chicago Association of Commerce and Industry, the Port District, the U. S. Secretary of Agriculture and several terminal companies.

BLF&E Elects to Take Pay Hike

The Brotherhood of Locomotive Firemen and Enginemen will take the seven-cent Nov. 1 compensation increase as a wage boost, in lieu of applying the money to a joint carrier-brotherhood health insurance program.

The decision by BLF&E general chairman paves the way for the establishment of a brotherhood-sponsored health security program which would cover members and dependents on a voluntary basis. BLF&E President H. E. Gilbert said formation of the plan will begin immediately.

The union's action was announced following a meeting of brotherhood and carrier representatives in Chicago.

Under terms of the three-year agreement between the firemen and the railroads, increases of seven cents an hour were provided effective Nov. 1, 1957, and Nov. 1, 1958. One of these compensation gains could have been applied to a joint health insurance plan.

The BLF&E decision means that approximately 60,000 firemen on some 140 railroads will receive an added seven cents an hour in wages Nov. 1. Engineers represented by the BLF&E on carriers party to the agreement will receive increases ranging from 59 to 70 cents per basic day, according to a statement by the brotherhood.

Commuter Wreck Mars 57-Year Safety Record

After 57 years of carrying commuters without a fatal train accident, two Erie commuter trains met head-on August 11, resulting in the death of two passengers and three crewmen. Twenty-five persons were injured, including nine members of the crews.

Trains involved were No. 50, a commuter train from Monroe, N. Y., to Hoboken, and No. 53, a local carrying mail, express and a scattering of passengers from Hoboken to Port Jervis, N. Y. The eastbound No. 50 was running on train orders on the westbound main to get around an eastbound freight when the collision took place. A 31 order had been issued to hold the westbound train at Suffern tower, but the towerman did not stop the train, and the crew of No. 53 had no knowledge of the hold order.

The wreck took place near the abandoned station at Sterlington, N. Y., on Erie's main line. There are three tracks at this point, but the center track is used only as a storage track for cars for an industrial plant at Ramapo, and operation is limited entirely to the two main tracks. There is a maximum authorized speed limit of 70 mph on unrestricted track for passenger trains between Suffern and Newburg Junction, but there are numerous restrictions to as low as 40 mph because of track curvature and similar conditions. There are no other special speed restrictions. There is no reverse signaling on either main track, all opposing movements being governed by train orders.

Movements in the direction of traffic are governed by block signals.

No. 50 eastbound had been routed to the westbound main by the towerman at Newburg Junction, about nine miles west of the wreck. With a clear right of way, it could have been traveling at the maximum posted speed of 50 miles an hour. It was scheduled to be returned to the eastbound main at Hillburn, just west of Suffern tower.

No. 53 never received the order to wait at Suffern and proceeded on its normal course up the westbound main. At the spot where the train collided, a curve restricts vision. The westbound block signaling system is reported to have showed yellow for No. 53, indicating the need for caution but not that a train was approaching, shortly before the collision. No. 53 slowed in response to the yellow signal, and reportedly was moving at 20 miles an hour at the time of the collision. No. 50 apparently saw the approaching westbound train at some time before the collision, for an emergency brake application was made.

The Rockland County District Attorney was quoted in the press to the effect that the Suffern signalman had admitted having received an order to hold the westbound train at Suffern but had forgotten it.

The Erie is radio equipped in this territory, and the signalman at Suffern tower is reported to have attempted to contact the crews of both trains by radio, after he realized that he had failed to hold the train as ordered. He was apparently unable to make contact, although his messages were picked up by a freight farther up the line.



Texas Tractor Train

Thirty-four freight cars were needed recently to carry the largest single shipment of Ford diesel tractors ever made. The 255 farm tractors made the trip from Detroit to Texas via the Detroit, Toledo & Ironton, the Wabash, and the Katy. Giving it a send-off are Ford Tractor and Implement officers Merritt D. Hill (seated) and Ralph E. Hunt.

Supply Trade

Robert W. Pittman has been appointed sales manager for transportation products and services for ALCO Products, Inc. Robert H. Binkerd has been named sales manager, industrial equipment, spring and forge division, and Paul W. Geisler has been assigned as sales manager for the thermal and petroleum industry equipment divisions. Arthur A. Batts, Jr., director of advertising and marketing research, Schenectady, N.Y., has been promoted to director of commercial research. A. Robert Joackel, manager of advertising and sales promotion, succeeds Mr. Batts.

Robert M. Covert, assistant to vice-president in charge of the Equipment Specialties division, Union Asbestos & Rubber Company, has been appointed manager of the Equipco Hand Brake division, succeeding Arthur F. O'Connor, who retired June 30, to pursue development of a device for use by the railroads.

H. Clark Corbin has been appointed director of public relations, Vapor Heating Corporation.

William A. Baltzell, assistant sales manager, has been appointed industrial sales manager for Oakite Products, Inc.

Effective July 1, Stanley H. Smith & Co., Inc., 2754 Woodhill Road, Cleveland 4, Ohio, succeeded the former firm bearing the same name which was not a corporation. Associated with President Smith in the new corporation are Messrs. E. B. Carpenter, vice-president and general manager; James B. Powell, vice president and secretary; E. H. Ricketts and John W. Samson, vice presidents; and J. J. Clark, sales representative. Mr. Carpenter was formerly associated with the sales department of American Car & Foundry and Mr. Clark with the purchasing department of the Nickel Plate in Cleveland.

J. C. Droke, assistant sales manager, Texas Company, has been appointed sales manager of Texaco's railway sales, at New York, succeeding J. B. Flynn, retired. D. C. Akers, assistant sales manager, Chicago division, railway sales, was named to succeed to Mr. Droke's former assignment.



W. F. Kascal
NYC



S. T. Kuhn
NYC



Joseph D. Gunther
NYC



Arthur J. Crookshank
NYC

People in the News

BALTIMORE & OHIO.—R. E. Coleman, passenger traffic manager, Chicago, appointed freight traffic manager there, to succeed Carl H. Groninger, deceased (RA, July 21, p. 35). Ross M. Conlin, Jr., assistant general passenger agent at St. Louis, Mo., named assistant to coal traffic manager at Baltimore. R. D. Searight, district passenger representative at Kansas City, Mo., replaces Mr. Conlin at St. Louis. J. H. Moxley, Jr., district passenger representative, Denver, Colo., appointed assistant general passenger agent, Chicago, succeeding J. F. Doggett, resigned. C. R. Schutte, traveling freight and passenger agent, St. Louis, succeeds Mr. Moxley.

William H. Aston named assistant general freight agent, Chicago, succeeding F. L. Schlottner, retired.

Harry M. Davenport, manager of budget controls and statistics on the staff of vice president—operation and maintenance, Baltimore, named assistant to vice president—operation and maintenance, succeeding E. S. Rupp, retired. C. E. Westervelt, project engineer, signal department, Baltimore, succeeds Mr. Davenport.

C. N. Tymeson, office engineer, Baltimore, Md., advanced to project engineer. E. A. Viall, signal supervisor, Pittsburgh, appointed assistant engineer—signals, Central region, succeeding the late F. M. Kunker. W. R. Flinn, signal supervisor, Cumberland, Md., transferred to Pittsburgh. J. D. Nethkin, W. R. Mohler and E. E. Akers appointed signal supervisors. A. A. Jacobs and J. C. Hoffman, signal supervisors, retired.

BANGOR & AROOSTOOK.—Two operating divisions will be consolidated and headquarters of transportation department moved to Houlton, Me., early in September. The combined office will be under direction of D. Keith Lilley, superintendent of transportation, who will move to Houlton. Herschel P. Lee, will remain at Houlton in his present capacity as assistant superintendent of transportation.

BRITISH COLUMBIA ELECTRIC.—Peter C. Woodward, director of public information, Fraser Valley, B. C., appointed public information manager, Vancouver, B. C., to succeed Harold J. Merilees, named executive assistant.

BURLINGTON.—J. J. McGarry, assistant freight traffic manager—system (sales and service), Chicago, appointed assistant to the vice-president, traffic department there, to succeed Guy R. Glover, promoted (RA, June 23, p. 59). Mr. McGarry's successor is John D. Resner, Jr., general freight agent, Denver. C. D. McIntosh, assistant general freight agent, Denver, replaces Mr. Resner, and in turn is succeeded by H. P. Marshall, transferred from Omaha, Neb. R. B. Schmidt, general agent, freight department, Omaha, named to succeed Mr. Marshall, and in turn is succeeded by Bert Vickory, Jr., chief clerk to the freight traffic manager—Lines West, Omaha.

F. S. Palecek, district storekeeper, Chicago, transferred to Galesburg, Ill., to succeed R. H.

Johnson, who retired August 1. W. E. Bird, district storekeeper, St. Joseph, Mo., named to succeed Mr. Palecek, and in turn is replaced by J. A. Hahn, assistant district storekeeper, Chicago. E. F. Mollbeck succeeds Mr. Hahn.

NATIONAL MEDIATION BOARD.—Leverett Edwards designated chairman, effective July 1, succeeding Francis A. O'Neill, Jr., who continues as a member of the board.

NEW HAVEN.—Edmund J. Moore, general attorney, Boston, elected vice president—law, at New Haven, succeeding Harry L. Filer, retired, who has been appointed special executive counsel. James W. Grady, commerce counsel, advanced to general commerce counsel, New Haven. Robert M. Peet, assistant general attorney, New York, advanced to general attorney, with jurisdiction over office of counsel for State of New York and over trial departments in New York and Connecticut. Edmund M. Sweeney, counsel, Boston, appointed general attorney there, with jurisdiction over offices of counsel and attorney in Massachusetts and Rhode Island. Frank F. DeGiacomo, assistant general claims attorney, appointed general claims attorney, Boston.

Albert W. Rhode, director of purchasing, Crown Cork & Seal Company, Baltimore, Md., appointed director of purchases and stores. New Haven, at New Haven.

NEW YORK CENTRAL.—Joseph D. Gunther, coal sales manager, New York, appointed assistant vice president—freight sales and service, Boston, succeeding John G. Patton, transferred to Cincinnati, Ohio, to replace John H. Norwood, retired. Arthur J. Crookshank, director of rates, appointed assistant vice president—rates, a new position. Mr. Crookshank will head a rate analysis bureau in New York and will be responsible for developing price-making policies that correlate freight rates to competitive market requirements and shippers' needs.

W. F. Kascal, assistant vice president—equipment, NYC, New York, appointed chief mechanical officer, Pittsburgh & Lake Erie, Pittsburgh. S. T. Kuhn, chief mechanical superintendent, NYC, New York, named chief mechanical officer there. R. F. Batchman, mechanical superintendent, P&LE, transferred to NYC mechanical department at Cleveland. Discontinued former positions of Messrs. Kascal, Kuhn and Batchman.

W. E. Tanner, trainmaster at Massena, N.Y., appointed terminal trainmaster—Frontier yard, Buffalo division, East Buffalo, N.Y. A. W. Campbell appointed trainmaster, St. Lawrence division, Gouverneur, N.Y.

NICKEL PLATE.—John T. Grant appointed general freight agent at New York, succeeding R. A. Julian, promoted to freight traffic manager, New York (RA, July 14, p. 38).

NORFOLK & WESTERN.—R. P. Yellen, general agent, St. Louis, transferred to Baltimore, succeeding Herman C. Crueger, retired. S. A. MacCready, commercial agent, St. Louis, succeeds Mr. Yellen.

A. H. McGraw named manager, pass bureau at Roanoke, Va., succeeding J. W. Whittington, deceased. William C. Fisher becomes assistant manager.

NORTHERN PACIFIC.—E. O. Anderberg appointed assistant signal engineer, lines east of Mandan, N.D. D. E. Peterson named general signal supervisor for the same territory. A. J. Schrupf appointed system planning engineer. J. J. Morrissey named general signal inspector and S. C. Anderson, assistant system planning engineer.

D. S. Smith, assistant district storekeeper, Brainerd, Minn., promoted to division storekeeper, Fargo division, Jamestown, N.D., succeeding J. R. Stokes, retired. D. H. McLuskie named to replace Mr. Smith.

ONTARIO NORTHLAND.—J. Brisbane, assistant treasurer, North Bay, Ont., appointed treasurer, succeeding T. H. Lavery, retired. A. A. Hansman, auditor of disbursements, named comptroller, succeeding E. L. Sherman, retired. E. W. Lidkea, assistant auditor of disbursements, succeeds Mr. Hansman as auditor of disbursements.

PENNSYLVANIA.—Eugene L. Hofmann, assistant regional manager, Lake region, Cleveland, transferred to the Philadelphia region, succeeding Henry D. Kruggel, named general manager, Pennsylvania-Reading Seashore Lines, Camden, N.J.

H. S. Miller, master mechanic, Columbus, Ohio, appointed superintendent locomotive shop, Altoona Works, succeeding A. O. Taylor, named superintendent of equipment, Chesapeake region, Baltimore.

PENNSYLVANIA-READING SEASHORE LINES.—Henry D. Kruggel appointed general manager, Camden, N.J., succeeding William H. Mapp, who became manager of the Pennsylvania's system-wide TruTrain Service on July 1. Mr. Kruggel was formerly assistant region manager of the PRR's Philadelphia region.

PULLMAN COMPANY.—Justin J. Nolan, vice-president, traffic, has assumed the additional duties and title of assistant to president.

RAILROAD RETIREMENT BOARD.—Thomas M. Healy has been reappointed by President Eisenhower and confirmed by the Senate for a new five-year term beginning August 29. Mr. Healy is railroad management's representative on the board.

READING.—William J. Eagle, district passenger agent, Philadelphia, Pa., retired July 31, and that position abolished. C. R. Tippet, assistant general passenger agent, assumes the responsibilities of district passenger agent, Philadelphia.

ROCK ISLAND.—John H. Lloyd, who resigns August 15 as general manager of the Alaska, appointed general superintendent of motive power, Rock Island, Chicago, to succeed M. R. Wilson, who retires September 1. Prior to his appointment to the Alaska Mr. Lloyd served as assistant general manager, Rock Island, El Reno, Okla.



Edmund J. Moore
New Haven



Justin J. Nolan
Pullman

Teamster Strike

(Continued from p. 10)

stations, SP's huge piggyback volume), said it would start accepting I.C.I. from station to station again Friday morning on a temporary basis.

Santa Fe was able to handle I.C.I. freight delivered to its stations or railheads, and placed embargoes only on store-door pickup and piggyback services handled by its subsidiary, Santa Fe Transportation Co. In the San Francisco Bay area, where teamsters earlier had reached a settlement and at several stations in the San Joaquin Valley at which the road contracts for pickup services with private carriers, the embargoes were not in effect.

There was no estimate as to how much volume the shutdown might bring to the railroads. But one report indicated that the work stoppage affected trucking lines handling about 75 per cent of the traffic in the West, with a dollar volume of about \$2,500,000 a day.

A strike of teamsters in central California opened the fracas and the employer shutdown followed. States affected included California, Oregon, Washington, Arizona, New Mexico, Colorado, Utah, Montana, Idaho, Wyoming and Nevada.

One road operating into the Pacific Northwest, however, said its operations hadn't yet been affected. Work was being continued both by the road's own truckers and by West Coast draymen.

Railroad officers on the coast emphasized that their troubles were expected to be temporary, that the embargo situation was subject to rapid readjustments.

A number of shippers appeared to be resorting to two methods of attack on their problem—either turning freight over to forwarders for shipment by rail, or holding back on non-critical shipments.

Most observers didn't look for the traffic jam to worsen until late last week, when shippers might find they could delay shipments no longer. The estimate was pegged, of course, to the accuracy of predictions for a prolonged tie-up.

Unemployment Insurance Output Exceeds Income

The balance in the Railroad Unemployment Account after the first six months of 1958 stood at \$170,539,701—well below the total required by September 30 if another tax increase is to be avoided.

The current tax rate is 2.5%. A balance of less than \$250,000,000 at the end of September will boost the rate to 3% (the maximum permitted) for calendar 1959.

According to Railroad Retirement Board figures, benefits paid (unemployment and sickness) totaled \$1,394,152,233 over the January-June period. Contributions amounted to \$1,149,474,295 for the six months.

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You Ought To Know...

ICC has approved purchase of Chicago Junction Railway's franchises and properties by the Chicago River & Indiana Railroad. The purchase price of \$25 million is payable in CR&I first mortgage 4 per cent bonds to be amortized over a 25-year period. A wholly-owned subsidiary of the New York Central, CR&I has been operating the Junction Railway since 1922 under a 99-year lease at an annual rental of \$2 million.

A popular history of the Southern Railway System is being researched and written by Carlton J. Corliss, formerly of the public relations staff of the Association of American Railroads. Publication is planned for 1960.

Wabash expects revenue to "pick up in September and continue on a high plane for the rest of the year"—barring an upset in the automobile industry. The line reports that increasing piggyback business is one of the factors that has kept it in the black.

Savings of \$700,000 a year would be realized by consolidating four trains into two, the Chesapeake & Ohio has told the Public Service Commissions of Virginia, Kentucky, Ohio, and West Virginia. The trains in question are eastbound Nos. 104 and 4 and westbound Nos. 13 and 3 between Cincinnati and Charlottesville, Va.

The Long Island won permission from the New York Public Service Commission to demolish a horse-loading platform at its Westbury, L. I., station. Years ago thousands of polo ponies and thoroughbred hunters were shipped into and out of Westbury every year. Last year only 100 horses used the LIRR facility in the suburban community.

Fifty workers were recalled last week to their jobs at the Pennsylvania's Harrisburg, Pa., diesel shops. Pennsy attributed the recall to an upswing in business.

First customer delivery of polyvinyl chloride resin in an Airslide railroad car specifically designed for volume bulk shipments has been made by B. F. Goodrich Chemical Co. The carload shipment of Geon vinyl resin was made to the Chemical Products plant of the Ford Motor Co., Mt. Clemens, Mich. The cars are filled by blowing in "fluidized" Geon resin through a stainless steel tube into a rubber hose inserted into a top hatch on the car.

Louisville & Nashville has petitioned the Kentucky Railroad Commission for authority to drop its last Louisville, Ky.,-Evansville, Ind., passenger service. The run is part of a St. Louis-Louisville overnight service operated via Evansville.

Certificates of completion have been given 40 members of the 1958 Stanford Transportation Management Program class. Included among the recipients were 18 middle-management railroad executives. The curriculum included Business Policy, Business Economics, Financial Analysis, Human Relations, Transportation Management, and Management Control.

A rise in net income for the second quarter of 1958 has been recorded by Westinghouse Air Brake Co. Earnings of \$2,611,134 were above the first quarter's \$2,301,276, but below the \$3,470,462 of the like 1957 period.

CNR and CPR warn that a freight rate increase of more than 35 per cent would be necessary to offset a \$60 million-a-year non-op wage increase recommended by a Canadian Conciliation Board—and still enable the railways to earn what the Board of Transport Commissioners has allowed. A joint statement said the roads "are analyzing operating and traffic conditions in the light of these circumstances before informing the Minister of their position in regard to the majority report of the Conciliation Board."

One or two tunnels, authority-built and-controlled, would replace some nine existing railroad bridges under a new proposal advanced for development of Chicago's Calumet harbor and industrial area. The main argument in support: rail bridges across the Calumet River "cripple" river traffic and act to the detriment of the Lake Calumet harbor.

A return to work by employees of National Railways of Mexico lifted the embargo on carload freight shipments from points in the U. S. and Canada. The accumulation of cars that occurred at principal border crossings during the five-day strike had been cleared last week.

"No-Show" fines have been dropped by the airlines. The \$3 penalty for failing to use or cancel plane reservations had proven unpopular with passengers, although some lines claimed it helped cut down the number of empty seats due to unused reservations.

► Continental Airlines has asked the Civil Aeronautics Board to approve a fare revision plan that would include an "economy" fare. The line wants a 6 per cent increase in first-class and regular coach fares, but would offer an experimental economy fare 20 per cent below present air-coach rates.

"Piggyback will help both the railroads and the commercial-carrier truck operators," CNR's road transport manager, L. J. Henderson, told the Ottawa Kiwanis Club. He predicted continued expansion of t-o-f-c because "each of these agencies of transportation—the rail and the road—have know-how that can help the other to the considerable benefit of the shipper who ultimately pays the bills for both."

A six per cent increase in revenues for the first six months of 1958—compared with the corresponding period in 1957—has been reported by North American Car Corp. Gen. E. C. R. Lasher, president, expects earnings for the first half will "probably equal or exceed" the 1957 figure.

The National Mediation Board has entered the Milwaukee-BRT dispute which precipitated an August 4 strike call by the trainmen. A court order (later dissolved) headed off the threatened walkout. The brotherhood, it's reported, has deferred new action with the NMB entry into the case (RA, Aug. 11, p. 40).

Prayer cards will go on dining car tables of Illinois Central for the sixth consecutive year beginning this month. Each card carries prayers from the Protestant, Catholic and Jewish faiths. Since the practice was started, 168 clergymen from communities along the IC have contributed prayers to be used.

ADVERTISERS

Alco Products, Inc.	4
American Hair & Felt Company	31
Bethlehem Steel Company	3
Buffalo Brake Beam Company	Inside Front Cover
Caterpillar Tractor Company	6
Classified Advertisements	41
Daimler-Benz	8
Edison Industries, Thomas A., Division of McGraw-Edison Co.	39
General Steel Castings	11
Hunt Company, Robert W.	41
Iron & Steel Products, Inc.	41
Line Materials (Division of McGraw-Edison Company)	16-17
McGraw Edison Company, Clark Division	34
Motorola Communications & Electronics, Inc.	20
Pittsburgh Coke & Chemical Company ...	Back Cover
Rail & Industrial Equipment Company, Inc.	41
Railway Educational Bureau, The	41
Railway Maintenance Corporation	15
Standard Railway Equipment Company	12
Stran-Steel Corporation	22
Vapor Heating Corporation	33
Wine Railway Appliance Company ..	Inside Back Cover

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Let's Look for Allies

▲ To resist being overwhelmed by government-fostered competition, the railroads need allies. Where can they be found?

The other day in Pittsburgh some prominent citizens formed a group to be known as "Americans for Constitutional Action". Their purpose is to preserve our system of government and to give "unqualified support to free enterprise and private ownership."

Railroaders would not find it hard to lend support to these objectives. In turn, this group, if sincere, could scarcely refuse to lend aid to the railroaders in opposing socialism in transportation.

Named among the founders of the new organization are Chairman Moreell of Jones & Laughlin, Ex-Governor Edison of New Jersey, Chairman Prentis of Armstrong Cork, and Dr. W. B. Martin, former president of the American Medical Association.

Come to think of it, have the railroads gone as far as they might in seeking to make common cause with other industries, institutions, associations and individuals—whose principles and aspirations are strictly parallel to those of the railroads?

Take the question of the allowance—in taxation of earnings—for adequate charges to depreciation. The situation of the railroads in this respect is really desperate. They sought some relief in this quarter from the recent railroad legislation in Congress—but the effort failed. Other industries have this same problem and leaders of some of these industries (steel in particular) have been exerting themselves to arouse public interest in the situation.

The facts are not too complex. Under present

income tax rules, when a freight car that cost \$2,500 wears out and is replaced by a car that costs \$8,500—it is only the \$2,500 that has been charged to operating expenses through depreciation accounting. The railroad has to find \$6,000 of brand new money—not to expand its facilities, but merely to keep its working tools from disappearing.

Other industries have the same problem. When a piece of steel-making equipment that cost \$10,000 wears out and is replaced by a new tool that (because of inflation) now costs \$20,000—the steel company has to find \$10,000 in "new money". The only difference between the railroad industry and the steel industry in confronting this destructive governmental taxing policy is this: The steel industry can usually lay hands on the "new money" it needs; railroads often cannot.

Instead of the railroads waging a solitary fight on this vitally important issue—wouldn't it make more sense to join forces with steel and every other industry that is oppressed by this anti-capitalistic tax policy of the government?

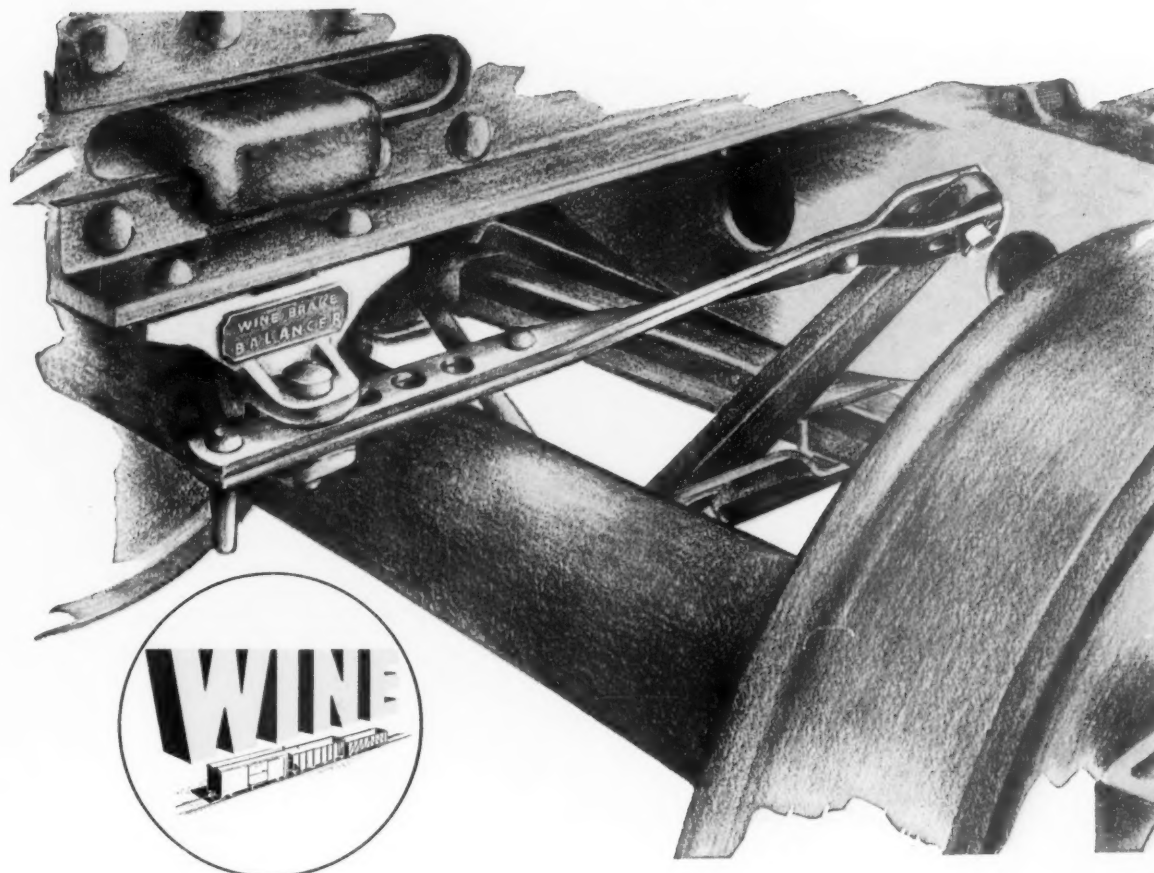
The railroads should let it be known that they will join forces with all industries, associations and individuals that are genuinely and effectively opposing socialistic and anti-capitalistic government policies. The railroads belong in the front rank of these forces—because no industry is suffering so much from anti-capitalism as the railroads are.

Sincere anti-socialists in other industries can scarcely claim relief from government mistreatment, and fail to demand similar relief to the railroads—whose suffering from adverse governmental treatment is, relatively, so much worse.

The electric utilities are prominent among the industries that have blown the bugle for an attack on socialism. How about railroad leaders inviting the utilities to an examination of their common interests in this campaign? What do the utilities think, for instance, of the anti-capitalistic practice of the federal government in providing toll-free waterways?

PITTSBURGH A GOOD STARTING PLACE! In transportation, Pittsburgh is thoroughly immersed in anti-capitalism. It has extra-fancy waterways, highways and air transport facilities—none of them wholly supported under the capitalistic principle of customers picking up the check. An excellent place for Americans for Constitutional Action to start applying their doctrines. And railroads should, of course, be their loyal allies.

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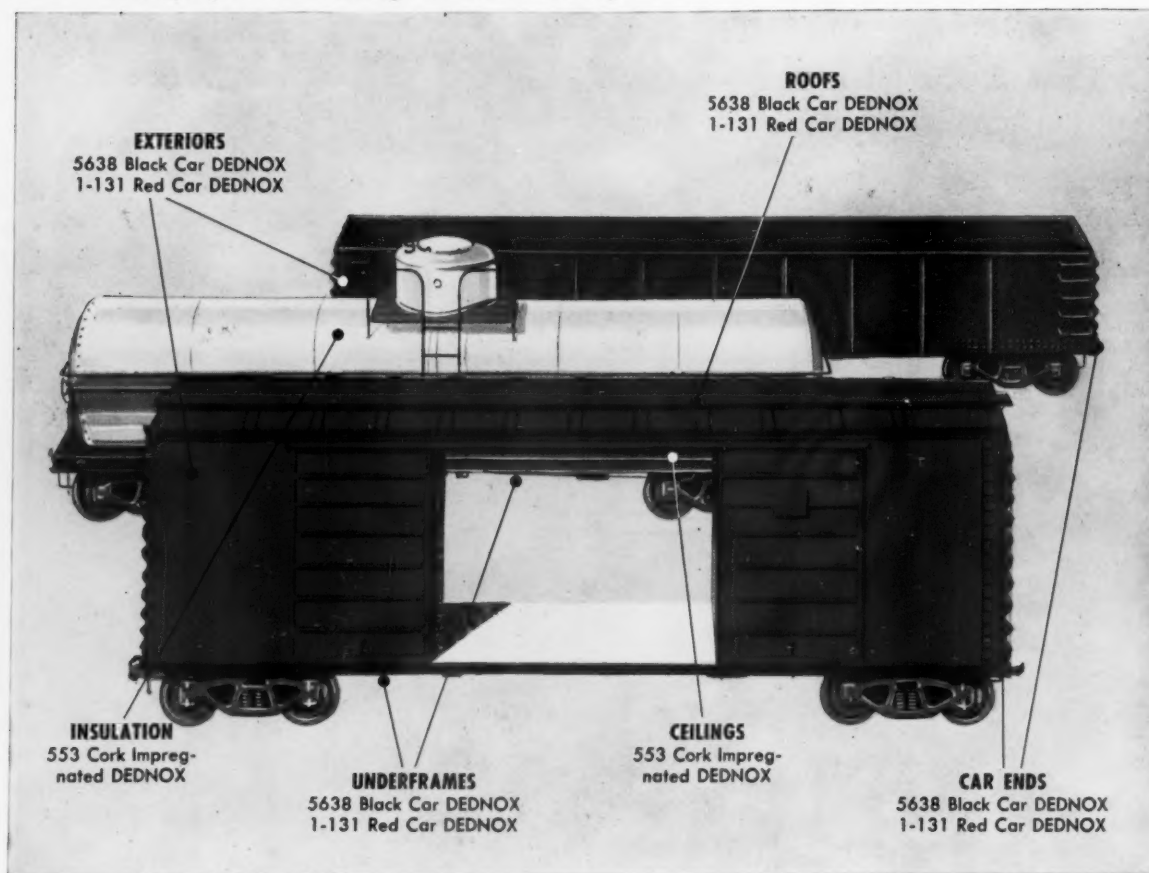
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